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CHINA UNDERWRITERS.

A SATISFACTORY YEAR.

Speaking at the annual meeting of China Underwriters, Ltd., this morning, the Chairman (Mr. R. G. Shewan) said:—This is our first year of business, but it takes more than twelve months to organise and get into full working order a Company such as this. We have had to choose and appoint Agents in various parts of the world, and this part of the work is by means finished yet.

With regard to fire and marine business, no time was lost, as we were able to commence business very soon after the Company was registered. Mr. Roydon Farrant, who had been in charge of Messrs. Shewan, Tomes and Co's Insurance Department was appointed Manager and Secretary of the Company, and the very good nucleus of business formerly transacted by that department was taken over by us smoothly and without delay. With the life department, however, we had to start from the very beginning with no previous good-will to fall back on. Fortunately we were able to secure at once the services, as actuaries of the Company, of Mr. H. R. Sturt, F.I.A., who has had a long experience in Life Assurance Business in the Far East. Our Actuary arrived in the Colony at the end of June, and by the middle of August we were in a position to issue life policies. In view of the very short time covered by the accounts, the new business figures are, in his opinion, very satisfactory and moreover the premium income in this branch has more than doubled since the date of the account. The expense of procuring life business falls mainly in the first year and in addition, in the case of a new Company, the cost of establishing a Head Office organisation and Agencies has to be borne before they become productive. It is probable, therefore, that the expenses in this branch will exceed the revenue for at least another twelve months, and it is unlikely that an actuarial profit will be shown for some few years. The Actuary assures us that he is quite satisfied with the organisation so far, and is of opinion that the cost of establishment has been light, effective arrangements having been made for writing life assurance business in Hongkong and District and Agencies having been established in Shanghai, Tientsin, Straits Settlements, Ceylon and Burma. In Shanghai, where there is a good field for life assurance business, the following gentlemen have agreed to form a Local Advisory Board:—Messrs. A. D. Bell, C. M. G. Burnie, A. C. Clear and S. Fessenden.

The figures for fire and marine business speak for themselves, and they show the position so far as we can estimate it at the date of the accounts, after holding back 60% of the marine premium income and 40% of the fire premium income to meet possible losses or risks which have not yet run out. By doing this we show an estimated shortage so far, but on the other hand we hope that \$71,543.32 will prove a liberal allowance for remaining claims (if any).

You will observe that our fire and marine expenses for the year, as compared with our premium income, have been considerable, and although a large portion of the amounts appearing could be treated as organisation expenses, we prefer to put them all against revenue, and trust you will agree to this.

A part of the expenditure we had to meet during the year under review could fairly have been spread over a period of say three years if it had been thought advisable. Our expense ratio will, in future, undoubtedly decrease in proportion with the revenue.

BELGIAN CABINET DIFFICULTIES.

Brussels, April 24.
M. Vander velde has informed the King that he is unable to form a Cabinet.—Reuter.

WINDFALL FOR BEGGAR.

GIVEN CHEQUE FOR \$300.

Last night the police deported another batch of 25 beggars to Canton. Amongst a number charged before the Magistrate this morning were a woman and her son, the latter of whom had been given a cheque by some benevolent Chinese for \$300 on the International Bank. An endorsement on the cheque instructed that the cheque was to be cashed and the money paid to the boy when he had attained the age of five years.

It was stated by the police today that two children have been sent to the benevolent institution of the Po Loung Kuk.

EVE OF GERMAN ELECTION.

VERY CLOSE VOTING EXPECTED.

Berlin, April 24.
An extraordinarily virulent Presidential campaign, which is most likely to produce very close voting on April 26th, has concluded with broadcast speeches by Dr. Marx and Von Hindenburg.

The former emphasised the need for democracy and peaceful development in Europe.

Marshal Hindenburg, who has taken little personal part in the campaign, strongly appealed to the Nationalist sentiment. He promised to recognise that Germany had lost the war, and to bear the consequences of this, but they should not remain slaves forever.

The Monarchist and Republican flags are equally evident all over Berlin.

Fifty excited meetings were held in the capital yesterday. The late President Ebert's son had the temerity to call out "Live the Republic" at a Monarchist meeting, and was promptly arrested by the police, who inflicted the usual truncheoning before releasing him.—Reuter.

RISE OF STERLING.

GOLD STANDARD ANTICIPATED.

New York, April 24.
Sterling has risen to 4.80½, the highest since 1915. This is due to heavy buying in anticipation of Mr. Churchill announcing Britain's return to the gold standard in his Budget speech on April 28th.

A report is current that the Bank of England has reached an agreement with the New York Federal Reserve Bank, under which the latter will extend open market operations to the purchase of sterling bills whenever called upon, thus enabling the Bank of England to sell sterling bills in the local market instead of shipping gold, whenever the exchange has temporarily moved against England.—Reuter's American Service

CRUSADER RETURNS.

London, April 24.
A large force of police restrained dense throngs of enthusiastic Jewish admirers who welcomed Lord Balfour home to London.

Lord Balfour was bronzed and cheerful. Interviewed by Reuter, he said he was more sanguine than ever about the future of Palestine. He believed that if only the agitators left matters alone, everything would be all right. The Jews were fully conscious of the necessity for working harmoniously with the Arabs.—Reuter.

THE FUTURE OF PALESTINE.

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JUSTICES OF PEACE.

FIFTEEN MORE UNOFFICIALS.

The Gazette notifies that His Excellency the Governor has appointed the following gentlemen to be Justices of the Peace (non-official):—
Mr. W. S. Bailey.
Mr. W. H. Bell.
Dr. G. D. R. Black.
Mr. Chan Tin-shan.
Mr. A. W. Davison.
Mr. Fung Ping-shan.
Mr. L. E. Hopkins.
Mr. W. W. Hornell, C.I.E.
Mr. F. W. James.
Mr. C. O. Knight.
Mr. Ma Chue-lung.
Mr. F. B. Marsh.
Mr. J. B. Ross.
Mr. S. T. Williamson.
Mr. B. Wong Tape.

CONSTITUTIONAL GOVERNMENT.

MORE TALK ABOUT IT.

London, April 24.
Mr. Chao Hsin-chu gave a dinner to General Hsu and his mission at the Chinese Legation. Field Marshal Sir Wm. Robertson, the Japanese Ambassador, Admiral Sir Alfred Chatfield, Sir John Jordan, Sir Edward Crowe and Sir Charles Addis were among those present.

Mr. Chao Hsin-chu in a speech of welcome to the mission said the Chinese believed that Tuan Chi-jui was the only statesman who could put China's house in order. The Chinese had great hopes of being able to establish a constitutional Government on a sound basis. The experience General Hsu was now gaining would be very valuable to China.—Reuter.

FRENCH NAVAL PROGRAMME.

AVOIDING UNEMPLOYMENT.

Paris, April 24.
The Chamber has voted a credit of thirty-five million francs as a first instalment for the building of a light cruiser, three destroyers, four torpedo boats, and a number of small craft, the keels of which will be laid down in 1925 and will form part of a programme the Government shortly submits to Parliament.

The work is being pushed on to avoid unemployment in the shipyards and arsenals.—Reuter.

KING AND QUEEN IN PARIS.

FRENCH PREMIER'S G.C.V.O.

Paris, April 24.
H. M. the King of England has decorated M. Painleve with the Grand Cross of the Victorian Order.

His British Majesties lunched with President Doumergue at the Elysee, Lord and Lady Greve, M. and Madame Harriot, M. Painleve, M. Briand, and Madame Poincare, Marshal and Madame Joffre, Marshal Foch, Gen. Franchet D'Esperey, Mr. Jules Cambon and M. Marcel Prevost being present.—Reuter.

ANOTHER MINE DISASTER.

SEVENTEEN MEN DOOMED.

Wallace, Idaho, April 24.
Seventeen miners have been trapped in the two thousand foot level of the Boda mine.

All hope of rescue has been abandoned, as the rescuers, who brought up three men alive from the thousand foot level yesterday, report that below that level the mine is full of poisonous gases.—Reuter's American Service.

COLONY'S FINANCES.

HOW LAST YEAR ENDED.

The Gazette contains a complete comparative statement of the revenue and expenditure of the Colony for the year 1924, and this shows that during the twelve months the outgoings exceeded the income by \$2,516,788. The year, however, ended with a credit balance of \$13,107,549.

The estimated revenue for this year was \$21,369,934, whilst the actual amount received was \$24,209,639. The biggest excess over the estimate was in respect of licences and internal revenue not otherwise specified, which brought in more than two million dollars over expectations. There was a heavy shrinkage in land sales compared with the previous year, the figure for 1924 being \$1,909,235, as against \$3,488,797 for 1923. However, the estimated figure for last year was only \$1,500,000.

In expenditure, the total for the year was \$26,726,428, on an estimate of \$24,924,667, the former figure comparing with \$21,571,904 for 1923. Over twelve million dollars were spent on public works, as compared with an estimate of nine and three-quarter millions.

Appended to the statement is a list of investments held by the Government, these being of the nominal value of £1,275,308. They actually cost the Government £1,051,187, and the present market value is given as £1,142,631.

PORTUGUESE PRESIDENT.

WISHES TO RESIGN.

Lisbon, April 24.
The President of the Republic has tendered his resignation.—Reuter.



This is Dr. Teixeira Gomez, the President of Portugal, whose resignation is evidently owing to the political trouble which culminated in the recent short-lived revolt at Lisbon.

HONGKONG IMPORTS.

PIECE GOODS MARKET STAGNANT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—
Cotton Piece Goods.—This market is stagnant. There is no change in the state of our market, absolutely no sales having been effected, and the situation could not well be worse than it is at present. Deliveries have dwindled almost to nothing. Quotations are:—No. 10s. \$204/220. No. 12s. \$210/222. No. 14s. \$230/235. No. 20s. \$230/235. Arrivals 800. Shipments nil. Sales nil. Unsold stock 13,500 bales. Bargains 2,000 bales. Woollens.—No change. Market lifeless.

Raw Cotton.—There is no change to report.

Metals.—Business remains stagnant, with local prices inclined to sag.

Flour Market Report.—Stock: 520,000 sacks. Market: Steady. Quotations:—American Patent, \$4.80 per sack; American Straight, \$3.75 per sack; Shanghai Flour, \$3.65 per sack; Australian No. 1, \$3.70 per sack; Canadian Cut off, \$3.30 per sack.

Sugar.—Market weak.

RESISTED SEARCH.

PORTUGUESE CLERK FINED.

For resisting a search, Mr. J. M. da Silva, a clerk employed at the Banque Industrielle de Chine, was fined \$25 at the Central Magistracy this morning.

Defendant, who was searched at the Star Ferry wharf, objected to procedure adopted as being humiliating and giving the impression to those on the wharf that he was a criminal or had done something awful.

CORRESPONDENCE.

Arms Searches.

Sir.—There has been going on nightly searching for arms on tramcars which passengers have to undergo the inconvenience of being searched when travelling to and fro. Surely by now arm-smugglers or evil-doers are aware of this fact and are probably finding some other means to escape the vigilance of the Police. They might, for instance, be using motor cars, taxis etc., to do their nefarious work, and I wonder whether the occupants of such cars are being searched as well. If not, the attention of the Authorities may be fruitfully diverted to this direction.

I quite appreciate that the Authorities are doing this for the public welfare, but it seems to me that no good purpose would be served in continuing this public nuisance indefinitely, except in extraordinary circumstances.

Yours etc.,
"E. S."
Hongkong, April 25th, 1925.

THE WASHINGTON CONVENTIONS.

FRANCE REQUIRED TO AGREE.

Washington, April 24.
Official circles express the hope that France will soon ratify the two Nine-Power treaties relating to China, which, with the declarations regarding the use of submarines and poison gas, are the only Washington conventions still not put into operation. France alone has not ratified them.—Reuter's American Service.

AMATEUR GOLF.

AN ENGLISH CHAMPIONSHIP.

London, April 24.
At Hoylake, in the first English amateur close golf championship, T. F. Ellison (Royal Liverpool) beat S. Robinson (Southport and Ainsdale), by one up.—Reuter.

THE BULGARIAN WAY.

ANOTHER POLICE EXECUTION.

Sofia, April 24.
Ivan Manoff, a member of the secret committee of the Bulgarian Communist Party, refused to surrender, and the police shot him dead.—Reuter.

THE SAGHALIEN CONCESSIONS.

MR. SINCLAIR APPEALS.

Moscow, April 24.
Mr. Sinclair has appealed to the Supreme Tribunal against the Saghalien judgment whereby his concessions were cancelled.—Reuter.

TO-DAY.
Closing Exchange 2s. 2. 15/16
Lighting Up-Time 6.47 p.m.

Bulls and Innors

From the Office Butts.

Our idea of tolerance is a football match between the Ration-man who doesn't amount to much and the Churches, with an except as an example to the Editor as umpire and the gate money.

If all the places to let which are about two minutes from the ferry were grouped together, Shanghai would, in comparison, be small indeed.

An advertisement says anyone can learn to play the saxophone by mail. We wish the man along our road would practice that way.

A Californian newspaper declares that motor cars are destroying wild life. That's funny for all the time we had been supposing they were making life more wild than ever.

What about another new association—a Secret Society solemnly pledging its members to mind their own business?

Spring styles are here. One season a woman's waist clothes at the Central Market when the her and the next it trips her.

The man who usually talks of gland treatment is not likely to be the kind to give his sweat glands a chance.

Increased earnings 'nake for increased yearling.

Now is about the time we should here of that leak in Tytan.

Every minute now, in some part of the world, a pedestrian is getting killed.

Seems to us it's about seven years now since a petticoat showed.

Mosquitoes are just beginning to be happy again. But they don't have to pay house rent.

A northern paper says that a joy ride ended in a flower-bed. More often, they end about six feet under one.

The knock under the bonnet indicates carbon; the one from the back seat indicates bone.

The other day they put eight stitches into a Kowloon driver who forgot to use his head.

Two heads are better than one, which may explain why they dance that way.

Reuter reports that Lord Balfour is bronzed after his visit to Jerusalem. Somehow we didn't think he would be gilded.

The Pacific ocean is being surveyed again. If they find the middle, it would be a good place for saxophone stores.

Some people seem to think that to be a social lion they must make a lot of noise.

A New York man is claiming \$50,000 because another man took his wife away. He probably treated her like 20 cents when he had her.

Hongkong seems a place where the first duty of man is to keep women all dressed up and nowhere to go.

For many a barber, bobbed hair has meant a short cut to wealth.

Some Hongkong folk think they have only to start whistling for business to begin humming.

We think it is going to be the hottest and wettest summer on record. It always is.

Dancing masters in London have decided on an international contest. That's better than a war dance, anyhow.

MacWhirter, he says Dupre may be the undefeated feather-weight of France, but he knows a Kowloon comrade who remains the unbeaten short-weight coal champion.

These fine-looking buffaloes on parade last Sunday didn't look of the water variety.

The Hongkong Angling Society intends holding a competition "at some spot where the Committee are satisfied of the prospects of a good catch." What about the vats at the Central Market when the fish comes in?

These local citizens who catch robbers should get a rebate in taxes for doing police work.

It'll be a find those ten-ten ducks in our duck-pond.

Silence being essential when fishing, we suppose none of our public men will be invited to the Angling Club's forthcoming competition.

"Constant Reader" wishes to exchange a bale of German marks for a parcel of Electrics.

These seem to be the dog days in Hongkong.

Suggested Health Board coat-of-arms—A typhoid bacillus rampant gules over a citizen passant azure, on a shield or, crested by a milk-can argent, and supported by two physicians decimating purpure.

Some local motorists look upon their Club bars as filling stations.

MacWhirter, he says that if women had more sense there'd be more bachelors.

All this newspaper correspondence on religion suggests that what Hongkong needs is the triumph of mind over chatter.

Looks as if cash-boxing will soon be the correct term to use in Hongkong for prize-fighting.

Trouble in Kowloon these days. A boarder out off a slice of the Permanent Pineapple.

Now that most folk have gone, we'll not be troubled with nervous wrecks until about November.

Headed "P. W. D." a notice board was seen the other day bearing the words "Is Closed." Let's hope they'll open in time to put up the bathing sheds.

The worst of watching these tennis tournaments is that they're apt to wear your collars out.

A little "Ginger" now and then in local affairs is all right.

Recent Pacific steamship developments would appear to indicate that it is the banker who has the best grip of the tiller.

The begging nuisance in Hongkong will never abate until we get a better class of folk here.

Maybe when the warm weather comes folk will be too busy thinking about themselves to do the crossword puzzle.

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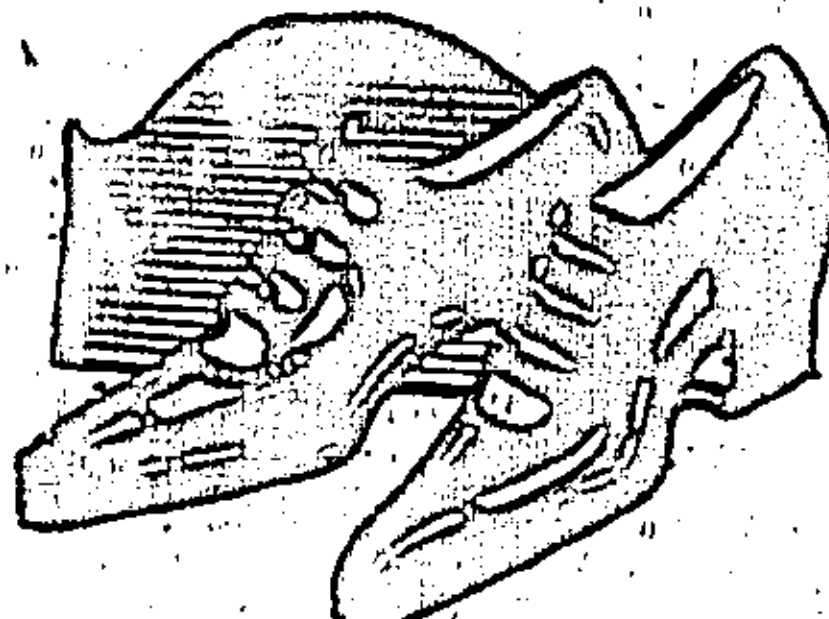
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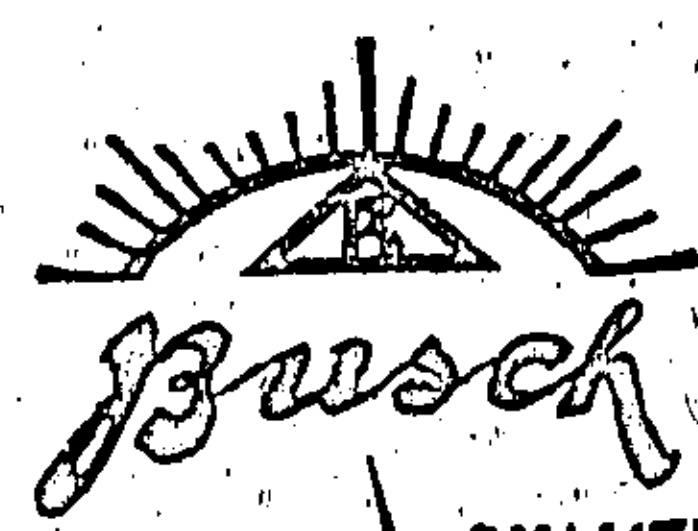
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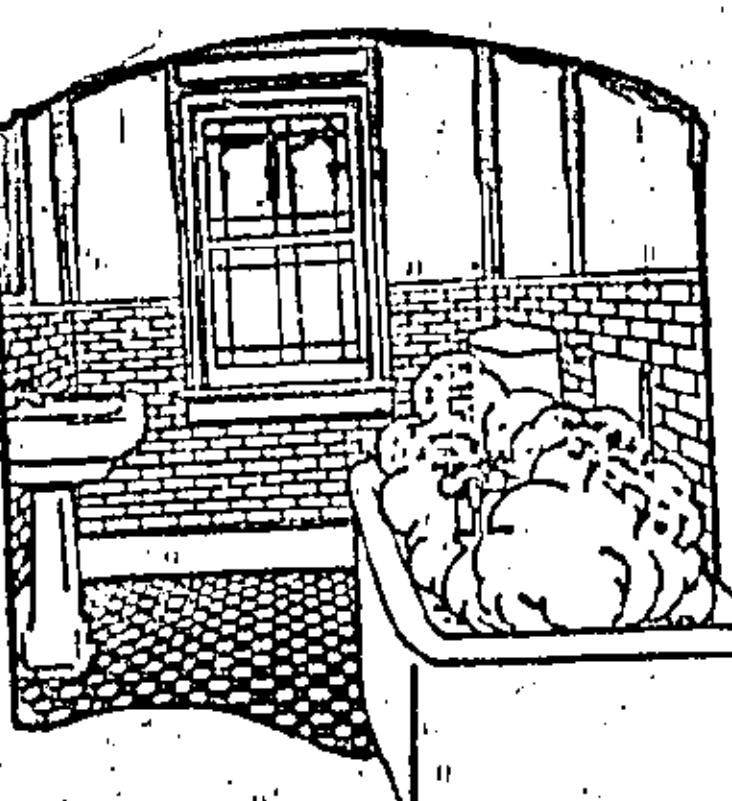
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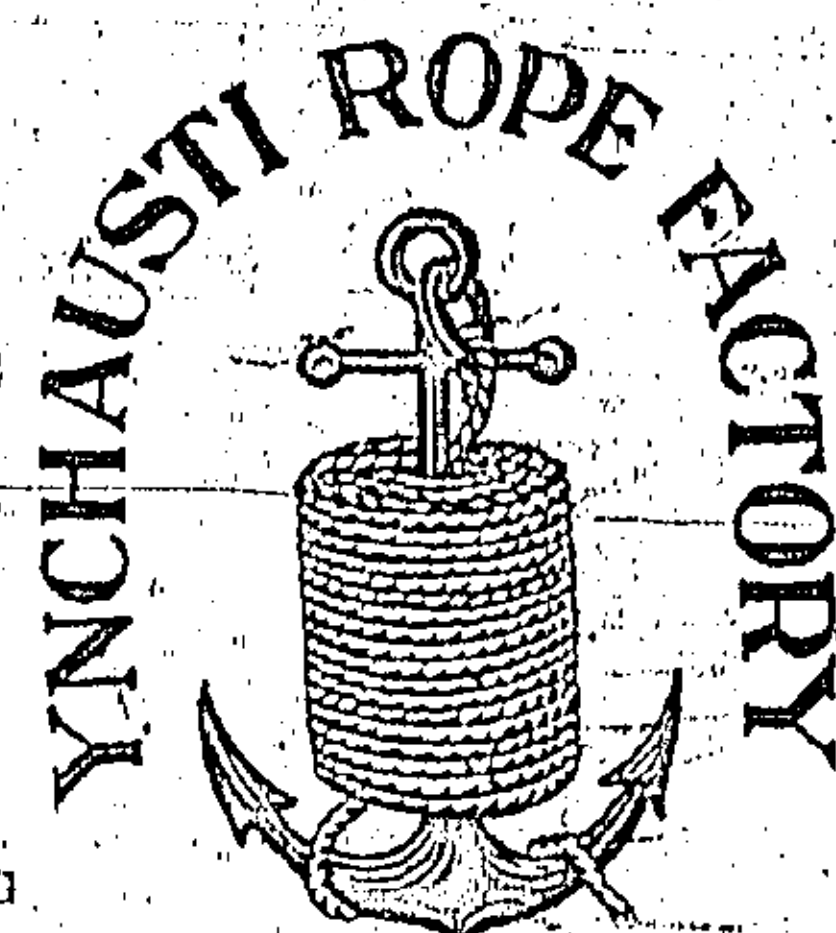
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EARLIER TELEGRAMS.

BRITAIN AND RUM RUNNING.

Philadelphia, April 24.
The St. George's Day dinner provided the British Ambassador with an opportunity of correcting misconceptions in America in connection with the British attitude towards rum-running and the drug questions. Sir Esme Howard said that every decent minded man and the man of responsibility in England deplored the abuse of the British flag for the purpose of violating the liquor laws of the United States. He added that though some arrests had been made, which he was of opinion were not quite within the terms of the Liquor Treaty, the British Government had refrained from protesting in view of the nature of the offences. In connection with the opium trade Sir Esme said it was absurd to say that the Government of India was actuated by financial considerations. The Ambassador assessed India's opium revenue at three per centum of the total, or about eight cents annually a head.—*Reuter's American Service.*

THEIR MAJESTIES HOMEWARD BOUND.

Paris, April 24.
Their Majesties the King and Queen, proceeding homeward, arrived here this morning. They were received by the Marquess of Crewe. The newspapers printed lengthy articles, warmly welcoming the visit and congratulate the King on his recovery.—*Reuter.*
Later.
Their Majesties are staying in Paris incognito at their own request and consequently no representative of the French Government was present at the station. The crowd was mostly British, who cheered their Majesties arrival at the British Embassy, from where they drove to the Elysee. The King is in excellent health. He laid a wreath at the tomb of the Unknown Soldier at the Arc de Triomphe this afternoon.—*Reuter.*

COMMUNISTS CONCESSION.

Moscow, April 24.
The Executive Committee of the Red International Trade Unions has passed a resolution welcoming the results of the recent Anglo-Russian conference in London, appealing for world-wide support for an aim at international Trade Union unity. The Rosta Agency states a decree has been issued facilitating the engaging of agricultural workers by farmers and permitting the non-observance of the eight hour day in certain seasons. Furthermore the Government has prepared a bill permitting the opening of private industrial enterprises, employing no more than twenty people upon notice being given to the authorities. Enterprises with no more than 200 workers will be allowed to open, subject to permission from the district authorities. But those employing more people must obtain a special Government concession.—*Reuter.*

PARIS OUTRAGE.

Paris, April 24.
Three adherents of M. Millerand's organisation "Patriotic Youth" were killed and eight injured yesterday evening when they fell into an ambush of Communists as they returned from a Municipal election meeting presided over by Mr. Deputy Taittinger. Two Communists have been arrested. There was a further outrage at midnight when M. Taittinger and his friends whilst going to the station were fired on from a doorway. Two were hit and the remainder were preparing to attack their assailants, when a gang of fifty emerged from a side street and compelled the Millerandites to take refuge in an underground station, whither the gang followed. The Millerandites escaped after a fight.—*Reuter.*

SOVIET CONCESSION.

Sofia, April 24.
General Rousseff, Minister for the Interior, told a party of Foreign Newspaper correspondents that evidence in the possession of the Government showed that Communist societies in Moscow and other places were in close touch with organised bands all over Bulgaria, the members whereof were drawing a monthly subsidy from their taskmasters of the Kremlin, with a bonus for each crime committed. The total number of arrests had not exceeded 1500. The struggle against anarchy would be carried on unitedly. Bulgaria desired peace but was forced to fight the spectre of Communism. He appealed to the civilised world for moral support in the hour of trial and suffering.—*Reuter.*

COMMUNIST OUTRAGE UPSET.

Warsaw, April 24.
The political Police of the eastern borderlands, have arrested several hundred communists on a charge of planning terrorist outrages on May Day, a considerable quantity of explosives was also seized, together with large sums of foreign currency, alleged to emanate from Soviet emissaries, several of whom have also been arrested.—*Reuter.*

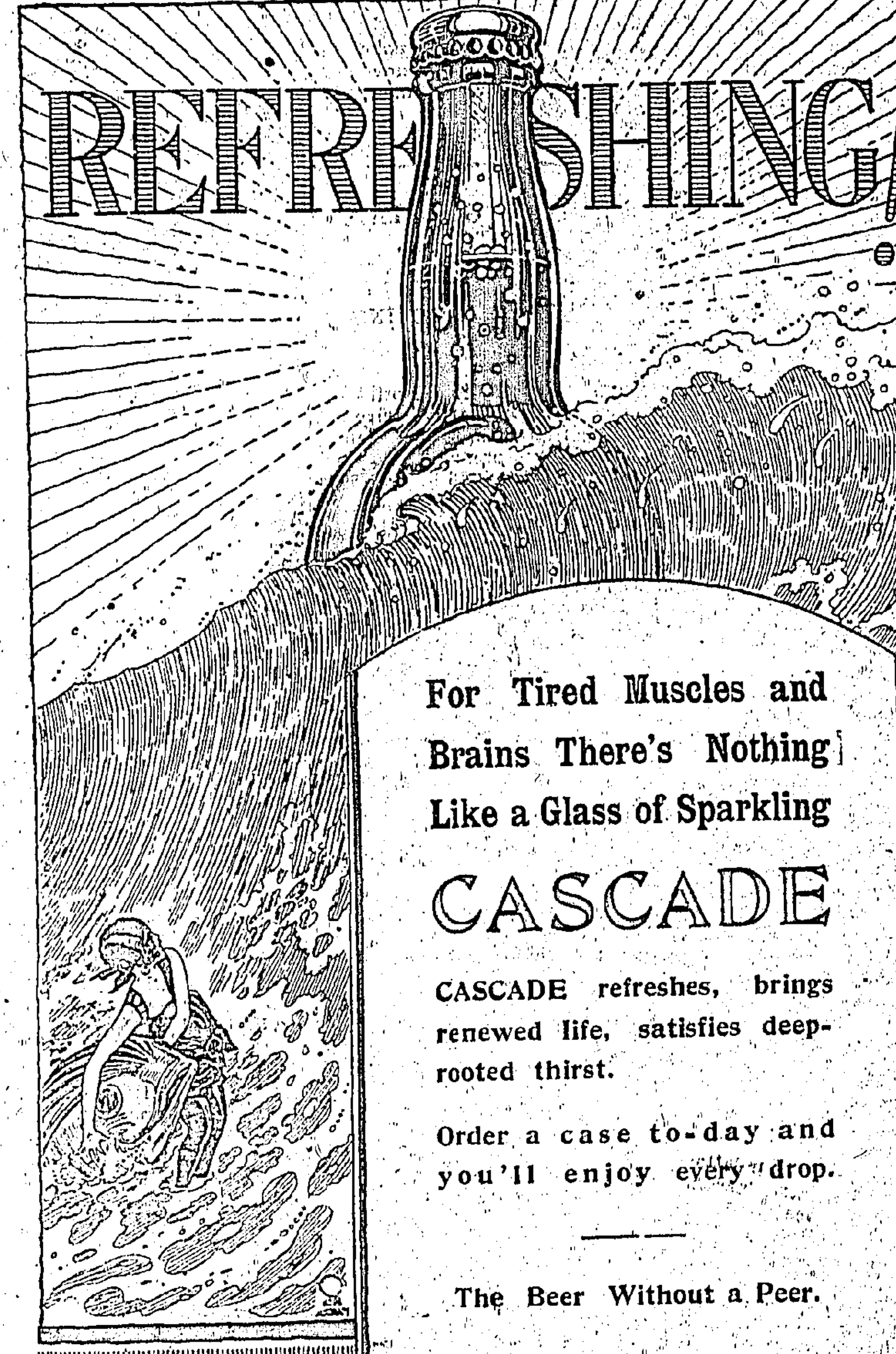
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HARBOUR OFFICE
REPORTS.

CHIEF ENGINEER DIES
AT SEA.

The Harbour Office Report of a.s. Chokyu Maru, arriving from Koshichang, states that the Chief Engineer died at sea at 6.30 a.m. on April 21. The cause of death is not known. The steamer Dukat also reports the death of one Chinese deck passenger. Arrivals for the 24 hours ending 9 a.m. yesterday numbered 18 and departures 19, leaving a total of 90 ships in harbour, of which 21 were British.
Mails arrived from Miike by Tathibius, from Shanghai by Sunning, from Europe by Nagoya, from Holland by Batavia, by Limechow from Haiphong, and from Saigon by Botnia.
Dangerous goods cleared were one and three quarters tons of explosives by Nagoya, and 10,000 cases of gasoline by a.s. Onipark.
The weather reports continue to be good with local haze and high barometrical readings.

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| 1866 | Policeman's Song
John Wellington Wells | " |
| 2534 | Am I Alone
When I Go Out of Doors | " |
| 317 | I Have a Song to Sing, O.
Like a Ghost His Vigil Keeping | " |
| 3385 | There Lived a King
In Enterprise of Martial Kind | Williams |
| 3136 | No Possible Doubt
Take a Pair of Sparkling Eyes | Court Land |

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We are regularly receiving fresh stocks of the most reliable and renowned French toilet requisites.

THE CHINA DISPENSARY
82, Queen's Road, C. East of Central Market. Phone C. 2598
The Store Where Quality is Guaranteed.



Our Cleaning Service May Appear Wonderful; But We Only Use The Latest, Most Scientific Methods To Accomplish Results.

THE STEAM LAUNDRY COMPANY.

HEAD OFFICE & WORKS: Yau-mah, Tel. R. 32.
HONGKONG DEPOT: 16 Stanley Street, Tel. C. 1279.
KOWLOON DEPOT:
KOWLOON DEPOT: 19 Canton Road.
CANTON: 19 Shark Central East.
HONGKONG HOTEL: (Visitors only).
Write or Phone for complete Price List.

24 DOORWAYS
to the world's
KNOWLEDGE

The 24 volumes of the New International Encyclopedia offer you twenty-four doors to the world's knowledge. No matter which door you pass through, no matter which volume you pick up for study, you pass at once into the magic land of facts where truth is stranger than fiction. The lore of hundreds of brilliant minds has been collected in this splendid set of reference books for your use and enjoyment.

Send in this coupon for detailed information. You will never regret it.

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Associated Publishers
P.O.B. 202 — Hongkong.
Please send me full details as to the New International Encyclopedia.

Name
Address H.K.T.

ASSOCIATED PUBLISHERS.

FRENCH DRESSMAKERS AND MILLINERS.



LES ELEGANCES de PARIS
8, Queen's Road Central.
Telephone C. 386.

CANTON'S NEW TAX.

LEADS TO STRIKE OF FLOUR DEALERS.

Following the strike of the kerosene dealers another important branch of business has been temporarily suspended in Canton on account of the introduction of a new tax. For the past few days no flour has been shipped from Hongkong, for the simple reason that the dealers in Canton refuse to take delivery; they prefer to stop business rather than be subject to what they consider an unjust tax.

The Canton Government has, apparently, almost reached the end of its tether in finding the wherewithal to meet the seemingly insatiable need of funds, as shown by the various new forms of tax introduced recently. Their latest plan is to inaugurate a department to tax flour imported into Canton and they have actually set up a price of \$8,000 for the monopoly. It appeared that the monopoly was obtained by a syndicate known as the Wing Hong Company, and a set of regulations framed up, in addition to a schedule rate of tax which varies from 15 cents per bag on foreign flour to 60 cents for each picul of other kinds of flour. The first regulation requires firms importing flour to send their goods to the tax-paying depot, where a tax-paid label will be issued before the removal of the flour is allowed. Any infraction of this regulation will involve confiscation of the goods, in addition to a fine three times the value of the goods. The third regulation authorises deputies of the monopolist to enter shops with the police to inspect their stocks.

Official approval of the regulations having been obtained, the monopolist formally began business on April 20, but was destined to meet with disappointment, as the subsequent course of events proved.

When the new tax became known the Canton dealers immediately took action. On the day the new tax was enforced about 10,000 bags of flour were shipped to Canton, but all these were sent back to Hongkong, owing to the refusal of the consignee to take delivery. Since then no further shipments have been sent from Hongkong.

Tax Must Be Abolished.

A letter received in Hongkong from the Canton Flour Dealers' Association stated that the dealers were determined to secure the abolition of the tax, and until this had been accomplished business would be suspended. The letter requested the Hongkong merchants to cease sending supplies until further notice. The letter added: "Flour has hitherto been exempted from tax, and it is unreasonable and unjust that the exemption should be withdrawn, especially in view of the fact that last year, when the tax was first proposed, the merchants were assured that the matter would be dropped for ever."

As in the oil strike, which has not been settled, the flour merchants of Canton have the sincere sympathy of the Hongkong firms. A largely-attended meeting of Hongkong flour dealers was held on Thursday, at which the unanimous decision was reached that no supplies should be sent to Canton until the Chinese Government cancelled the tax.

THE NEW ADMIRAL.

H.E.'S RETURN CALL.

H. M. S. Carlisle fired a 17 gun salute yesterday to mark the return call paid to Rear Admiral D.M. Anderson, temporarily commanding the China Squadron, by H. E. the Governor. At ten o'clock Admiral Anderson, together with Commodore Lake, Flag Lieut. Dangerfield, his Secretary, Pay Lieut. Commander Symes and Paymaster Lieut. Porter, accompanied Capt. G. Neville, R.M.L.I., A.D.C. to H.E. the Governor, to Government House.

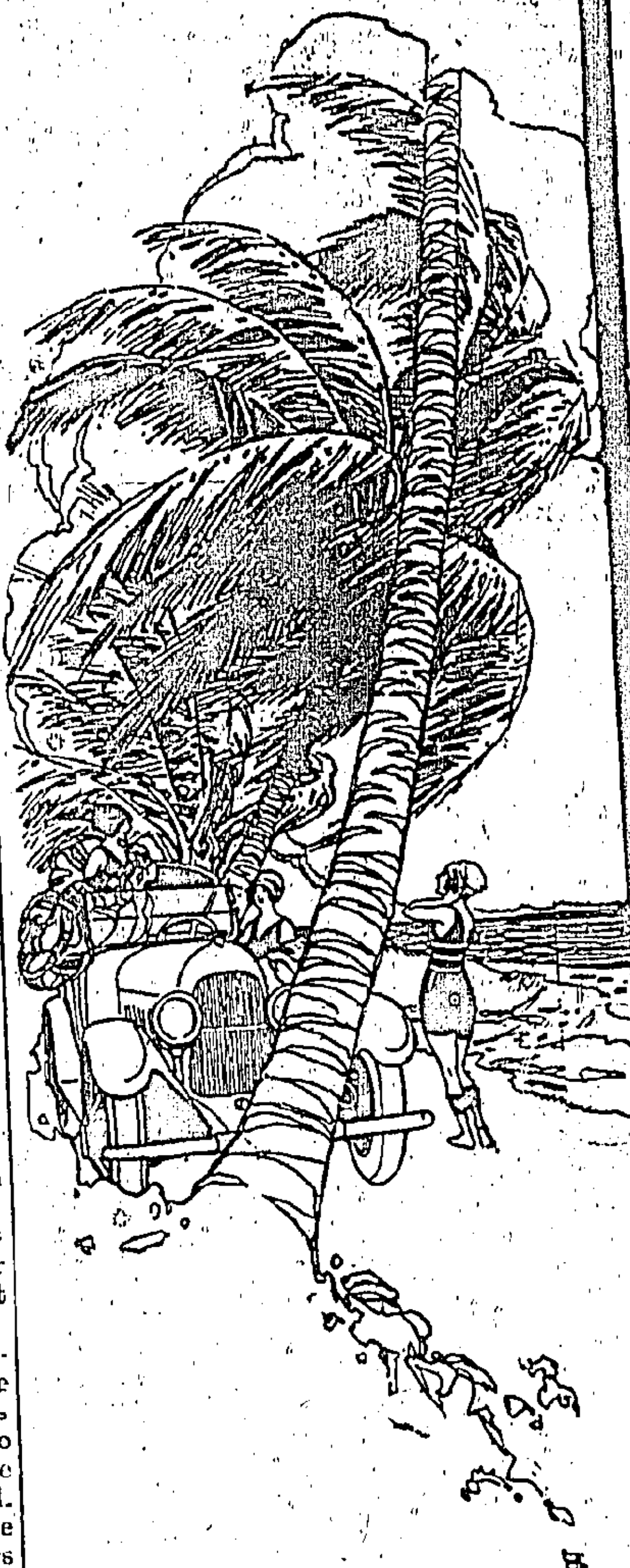
The call was returned shortly afterwards by His Excellency the Governor and Capt. Neville A.D.C., there being a guard of honour of marines as they embarked for the Petersfield.

THE GENERAL DEPARTS.

VISIT TO THE NORTH.

His Excellency the General Officer Commanding leaves to-day on the P. and O. s.s. Nagoya on a routine visit to North China. During which he will carry out his regular inspection of the Shanghai volunteers.

Major General Luard will be accompanied by his A. D. C., Lieut. R. Q. F. Johnston, and staff, including Colonel C. Russell Brown and Major L. Q. French. Mesdames Luard and Russell Brown also make the trip.



JAVA THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate.

Up-to-date Hotels
Luxurious Railways
Beautiful Scenery
Sport of all Kinds

WHY NOT SPEND YOUR HOLIDAY IN JAVA?

Regular service between Hongkong and Batavia maintained by the J. C. J. L. steamers. Limited accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN LIJN

YORK BUILDINGS

GO TO JAVA

-IF

you anticipate a perfect smoke

You will not be disappointed when you light up a "Three Castles"



ALL THREE CASTLES CIGARETTES ARE MADE IN ENGLAND.

This advertisement is issued by the British American Tobacco Co. (China) Ltd.

A-106

NEW ADVERTISEMENTS.

UNIVERSAL WANTS

If you have noticed the large number of people who read the "Telegraph" every night, you will be SATISFIED

that the best evening advertising medium

IN THE

Colony of Hongkong is the "HONGKONG TELEGRAPH"

25 WORDS:

{ \$1.00 for 3 insertions. }
{ \$1.50 if not prepaid. }

Please State if Box No. is required

PREMISES WANTED.

WANTED TO RENT. Small furnished house or bungalow in the Peak district. Apply to Box No. 1306 c/o "Hongkong Telegraph".

MISCELLANEOUS.

WANTED.—Party can recommend good houseboy. Trustworthy and efficient. Apply Box 1320 c/o "Hongkong Telegraph".

WANTED.—Fourth man to join mess in Kowloon, best locality. Enter May 1st. Excellent cooking and every comfort. Apply Box 1321 c/o "Hongkong Telegraph".

PREMISES TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises now available. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving & Construction Co., Ltd., 2nd Floor, Powell's Building.

TO LET.—Possession 1st June "Kellott Manor" being No. 135 Mount Kellott. Apply on the premises or to Mr. H. PERCY SMITH, 6 Des Vaux Central.

TO LET.—Furnished Bungalow near Golf Club at Fanling. Doors and windows protected against mosquitoes. From May 15th to Oct. 15th. Apply Box No. 1318 "Hongkong Telegraph".

TO let.—For immediate occupation. Nice European 3-roomed flats in Cameron road, Kowloon at Moderate Rate. Apply Commodore's Department, H. M. H. Nemaze, Prince's Building.

FOR SALE.

FOR SALE.—Buick seven seater Canadian Special Touring Car, good condition. Apply: F. M. CRAWFORD, c/o Lane, Crawford, Ltd.

FOR SALE.—Re-built "UNDERWOOD" & "CORONA". Guaranteed most solid build and good works. Large Stock Cheapest Prices. How Woo Trading Co., 56, Hollywood Road, Phone C.597.

FOR SALE.

CLEVELAND de LUXE 1923 Model 5 passenger Touring Car with five wire wheels and cord tyres. In good running order, recently overhauled. Price \$1,800.00. Apply Box No. 1315 c/o "Hongkong Telegraph".

BUICK 5 passenger Touring Car 1922 Model with five wire wheels and cord tyres. The car has been thoroughly overhauled and is in good running order. Price \$1,500.00. Apply Box No. 1316 c/o "Hongkong Telegraph".

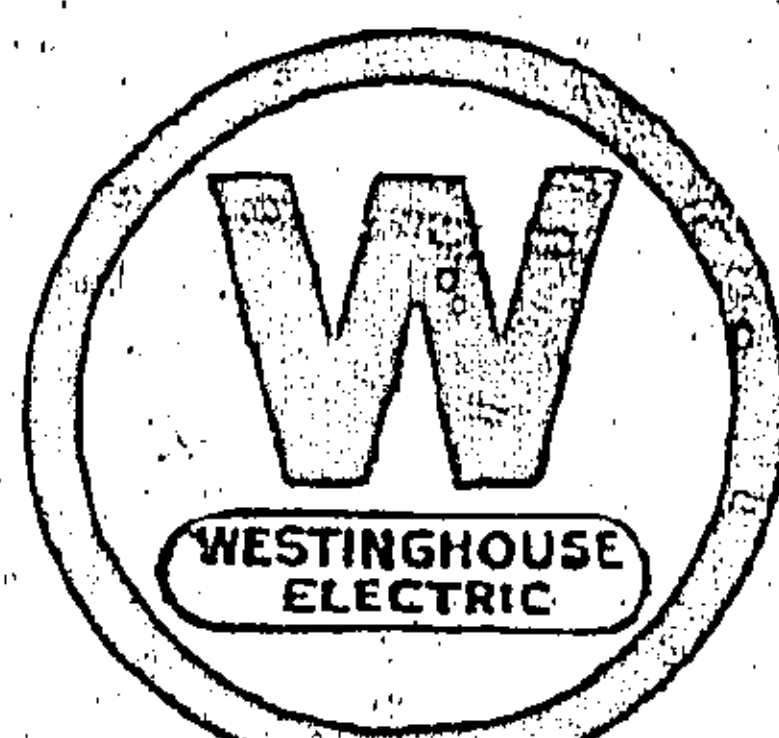
NOTICE.

MR. Sydney Hampden Ross, Chartered and Incorporated Accountant, has been admitted a Partner in our Firm. PERCY SMITH, SETH & FLEMING, Incorporated Accountants.

NOTICE.

THE FOURTH ANNUAL GENERAL MEETING OF THE "BRITISH LEGION" will be held in the Board room of Messrs. Jardine Matheson & Co. Ltd. on Friday 1st May 1925 at 5.30 p.m. for the purpose of receiving the REPORT and ACCOUNTS for the year 1924 and of electing OFFICERS and other MEMBERS of the COMMITTEE for the ensuing year, and of appointing HONORARY AUDITOR, & of dealing with any other business By order of the GENERAL COMMITTEE.

H. E. D. ADAMS,
Hon. Secretary & Treasurer.



Holyoak, Massey & Co., Ltd.
Distributors.
Queen's Bldg. Tel. C.673.

"For the Blood is the Life."

Sufferers

from Bad Legs, Abscesses, Ulcers, Piles, Glandular Swellings, Eczema, Scabies, Protrusions, Gout, Rheumatism, must realize that the only sure way to complete and lasting relief is to free the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities, that's why so many lasting cures stand to its credit.

Clarke's Blood Mixture

Pleasant to take. Of all Chemists and Stores. Refuse Substitutes. "Everybody's Blood Purifier."

NOTICE
A man of 35 can secure for himself at 55, a lump sum of roughly £3000 by making an annual deposit of £114.40.

In addition, he protects his family, in the event of his prior death, to the amount of never less than £2000.
Rates for other ages and periods on application.
Our dividends have again been increased.

Sun Life Assurance Co., of Canada, King's Building, Hongkong. F. M. Weller, Manager.

A. S. WATSON & CO., LTD.

NOTICE.

NEW ISSUE OF CAPITAL.

SHAREHOLDERS are hereby notified that the second and final call of \$5 per Share on Shares of the New Issue is payable on or before the 1st day of May, 1925.

Cheques should be sent addressed to the Company, together with Certificates of Title in respect of the First Call, when Fully paid. Certificates will be issued.

The Transfer Books of the Company in respect of the New Issue of Shares will be closed from Wednesday, the 22nd day of April, until Saturday, the 2nd of May 1925 (both days inclusive) during which period no transfer of Shares of the New Issue can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th April, 1925.

MARTIN'S PILLS
APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

Proprietor: MARTIN, Chemist, Southampton, England.

THE HONGKONG TUG AND LIGHTER CO., LTD.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 7th May, 1925, at 2.30 o'clock p.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the period ended 31st March, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from MONDAY, the 4th May, 1925, until THURSDAY, the 7th May, 1925, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 21st April, 1925.

Perfect Expression

IS AN IMPORTANT POINT TO A MASTER PIANIST WITH

THE MORRISON PIANO

the instrument responds to every mood of the player, making it a pleasure to play on it.

Let us demonstrate this to you at our Show Rooms

TSANG FOOK PIANO CO.,

8, Des Vaux Road, Central.

Entrance Ice House Street. Telephone C.4648.

Mrs. J. CRAWFORD,
Expert Masseuse,
No. 2, Duddell Street, 3rd. floor, Hongkong.

Strengthen the voice and sweeten the breath

Protect throat and lungs from infection. An occasional Evans' Pastille will kill all the germs of chill, cold, influenza and catarrh at once. When buying, make sure of the name EVANS upon the bottle—your guarantee of the genuine.

EVANS' Pastilles

ANTISEPTIC THROAT

Made in England by Evans, Leitch & Webb, Ltd., Liverpool, according to formula of the Liverpool Throat Hospital.

Sold by chemists and stores.

EVANS' Pastilles

ANTISEPTIC THROAT

Made in England by Evans, Leitch & Webb, Ltd., Liverpool, according to formula of the Liverpool Throat Hospital.

Sold by chemists and stores.

FORTHCOMING AUCTION SALES.

THE AUCTIONEERING & BROKERING CO., Ltd.

8B, DUDDELL STREET.
Furniture Auctions EVERY Tuesday and Friday. at 2.30 p.m.
L. E. S. HODGE, Auctioneer.

THE AUCTIONEERING AND BROKERING CO., LTD.
8B Duddell Street;
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by order OF THE FIRST MORTGAGEES The Valuable Leasehold Property

Situate at Kowloon in The Colony of Hongkong and Known as KOWLOON INLAND LOT No. 1575 with the Buildings thereon to be sold by PUBLIC AUCTION on Monday, the 4th day of May, 1925 at 3 p.m. THE AUCTIONEERING & BROKERING CO., LTD. Auctioneers. At their Sale room in Duddell Street, Victoria, aforesaid.

THE PROPERTY CONSISTS OF:

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and is or to be registered in the Land Office as Kowloon Inland Lot No. 1575 containing 5,580 square feet together with six newly built four-storied Chinese houses (unnumbered) thereon of cement concrete. The property is situated at the Western Side of SUNG WONG TOI, Kowloon City Road. The said premises are held for a period of 75 years (renewable for a further period of 75 years at a re-assessed Crown Rent) from the 29th March 1923 upon the terms and conditions set out in a letter dated the 27th February 1923 from the Director of Public Works to Cheung King Ming Esq. who is now entitled to a Crown Lease of the said Lot upon the same Conditions. For further particulars and conditions of sale apply to: Mr. G. R. HAYWOOD, Solicitor 4A, Des Vaux Road Central, or to The Auctioneering and Brokering Co., Ltd. L. E. S. HODGE, Auctioneers. 8B, Duddell Street, Hongkong.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction by order of the Court.

The Steamship, "KWAI WAH" now lying at Shum Shui Po, in the Harbour of Hongkong, on WEDNESDAY, the 29th April, 1925, at 2.30 p.m. at their Auction Rooms No. 8, Duddell Street, The Auctioneering & Brokering Co., Ltd. L. E. S. HODGE, Auctioneer.

PARTICULARS: The ship was built in England of English Oak sheathed with Muntz Metal and has a gross tonnage of 478 tons. She is well equipped, having undergone an extensive overhaul in July 1924 at Hongkong.

Length 164 feet 7 inches
Beam 26 feet 7 inches
Depth 13 feet 2 inches
For orders to view apply to— L. E. S. HODGE, Auctioneer.

For further particulars apply to Messrs. JOHNSON STOKES & MASTER, Solicitors, Prince's Building, Ice House Street, Hongkong, or to L. E. S. HODGE, Auctioneer.

MESSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI,
Graduate of Tokyo message School No. 58, Haiphong Rd. 2nd floor. Kowloon Telephone, K.1231.

PENINSULA AUCTION ROOM.

PALACE HOTEL ANNEXE
39, Haiphong Road, Kowloon.
D. C. BAPTISTA, Auctioneer.

The Undersigned will sell by Public Auction, on TUESDAY, April 23, 1925, at 11.30 a.m., A Quantity of Household and Blackwood Furniture. Teakwood Dressing Tables, Extension Dining Tables, Wardrobes, Tea Tables, Dinner Waggon, Dining Chairs, Cabinets, Sideboards, Safes, Metal Stairs, Overmantles, Ice Chests, Electric Fans, Cutlery and Glassware and one Singer Sewing Machine, etc.

Also Blackwood M. T. Tables, Arm Chairs, Settees, Flower Stands, Writing Desks, Teapots, etc. The Undersigned will sell by Public Auction, on TUESDAY, April 23, 1925, at 11.30 a.m., 1 Motor Boat, Length 24 ft. width 5 ft. 8 ins., 6 H.P. Engine, 6½ miles per hour. On view at Ah King Slipway, Causeway Bay, from to-day.

D. C. BAPTISTA, Auctioneer. Hongkong, April 24, 1925.

CHINA AUCTION ROOMS.

China Building, Ground Floor. IF you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS. E.V.M.R. de SOUSA, Auctioneer. Tel. C. 4453.

FROM A LINER TO A LIFEBOAT.

ALL KINDS OF STEAMERS FOR SALE.

Ships in good condition only are handled. Terms generally cheap, or at least moderate. Diesel and semi-diesel boats built to order. Apply by letter to Box No. 1272 Hongkong Telegraph or phone from 1.00 p.m. to 2.00 p.m. or after 5 p.m. to K.559

GOT INDIGESTION?

Here's news for you!

Do you realise that nine cases of digestive trouble out of every ten are caused by excess acidity in the stomach and that this is easily neutralised? It's a fact, and you can demonstrate it by taking a couple of Bisurated Magnesia Tablets next time you get an attack of stomach pain. Notice the ease, the instant relief which these tablets bring. That's because they neutralise the pain-causing acid the moment they enter the stomach. Bisurated Magnesia Tablets are the finest things out for imparting health, strength and vigour to the vital organs, and you can get these wonderful tablets cheaply at any chemist's. When buying look at the wrapper to make sure that what you have got is Bisurated Magnesia, as this ensures your getting the one thing that does give sure and instant relief. If you see the oval BISMAG trademark you'll know your's safe.

The Sign of the Genuine

See it on every Package

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various sizes. These may be seen at No. 5 Duddell Street.

LAMMERT BROS., Agents.

ST. ANDREW'S CHURCH.

Kowloon.

TO-MORROW, (SUNDAY), 11 a.m.

Preacher: The Lord Bishop. During the Service, Mr. Percy Sands, B.A., will be licensed as Lay Reader.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, Monday the 27th April 1925, commencing at 2.45 p.m. at No. 3 Carnarvon Road, Kowloon

A Quantity of Valuable Household Furniture, (Full Particulars from Catalogue) On View from Sunday the 26th April 1925. Terms—Cash on Delivery. LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Thurs., the 30th April 1925, commencing at 5.15 p.m.

at their Sales Room, Duddell Street,

A Collection of about 2000 Stamps

including fine Colonials, Asiatics and Hongkong and China on Hongkong Broken Crown. Catalogues will be issued. On View from Wednesday the 29th April 1925.

Terms—Cash on Delivery. LAMMERT BROS. Auctioneers.

Hughes & Hough

LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

THE LIGHTER PIRAC

KIDNAPPED MEN RELEASED.

The three men kidnapped April 17, when a cargo lighter fr Hongkong was pirated on the W River have all regained their freedom. Their release was a spontaneous act of the pirates who, at reaching their stronghold, changed their mind and set the trio free providing them with a rowing boat with which the men were told make their way as best they could to a place of safety. Luck favored the hapless trio, for they were not rowed long when they sighted a gunboat and managed by cries of "Save life," to attract the attention of the people aboard. They were eventually picked up and taken to Kowloon. The released men have returned to Hongkong. It will be remembered that the lighter was towed by the launch Goa, when was attacked. The launch slipped the tow rope, leaving the light to the mercy of the pirates.

TOURS FOR 1925-26.

EMPRESS OF SCOTLAND FOR HONGKONG.

Montreal, Quebec—The "large" steamship of the Canadian "Pac" fleet, the Empress of Scotland, 25,000 tons gross register, has been selected for the company's round-the-world cruise. The Empress of Scotland will leave New York December 3, 1925, eastward and return to New York in April 1926. The Empress of France, 19,000 tons gross register, now on a round-the-world cruise, has been selected for the Mediterranean cruise, leaving New York February 9, 1926, and the Montclair, 15,850 tons gross register, formerly the Empress Britain, will continue to make West Indies cruises in February next. All these steamships are burners.

THE STAR

WEDNESDAY April 29th at 5.30 p.m.

FRIDAY May 1st at 9.15 p.m.

MADAME KELVEY'S

TALENTED PUPILS

in Charming Songs, Artistic Dances, Novelty Numbers.

Booking at Moutrie's at the Star

25th. April 1925.

Coupon

"Telegraph" Motor Car Competition.

In every issue of the "Telegraph" up to and including April 25th, 1925, there will appear a skeleton word from which the consonants have been omitted. Competitors are required to fill in the blanks, and for every correct coupon sent in they will be credited with one point. The competitors having the highest totals when the Competition ends will be awarded prizes as follows—1st, a Five-Passenger 1925 Dodge motor car; 2nd, a magnificent Victrola cabinet gramophone; 3rd, a No. 5 Model Underwood typewriter.

TO-DAY'S SKELETON WORD:—

* [] [] [] (Three letters)

(Fill in the missing letters in the blank squares)

I agree to abide by the rules and conditions set forth in the full-page advertisement appearing in the "Hongkong Telegraph" of Dec. 27th, 1924.

Name

Address

* The above combination was used on January 30th, when the successful word was "Cut." Competitors must not use this word again.

This coupon must be forwarded to the offices of the "Hongkong Telegraph," 11, Ice House Street, not later than NOON on Tuesday, April 28th, 1925.

CHINA SIAM LINE

Regular freight and Passenger Service for Bangkok via Swatow, leaving Hongkong Mondays.

S.S. "HERMELIN" sailing for Bangkok via Swatow 4th May 5 p.m.
 S.S. "HELIOS" " " " " 11th
 S.S. "HELIKON" " " " " 18th

For further particulars apply to
THORESEN & CO., LTD.
 Agents.
 Telephone Nos. 450 & 2903.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG - CANTON LINE
 Sailing:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
 From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

HONGKONG - MACAO LINE
 Sailing to Macao—Daily at 8 a.m. & 2 p.m. (Sundays 9 a.m. only)
 Sailing from Macao—Daily at 8 a.m. & 2 p.m. (Sundays 4 p.m. only)

Further Information may be obtained at the Company's Office, 4A, Des Voeux Road Central, Messrs. Thos. Cook & Son Ltd., or the American Express Company Hongkong.

MILD YET EFFICIENT.

Everybody needs laxative assistance sometimes. But it should be mild yet efficient, not harsh, gripping and habit forming like the old-fashioned pills and liquid purgatives. Pinkettes are laxative perfection; gently but surely

PINKETTES

they work while you sleep, bringing relief and a sense of renewed freshness and fitness next morning. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

NEW STAMPS FOR INDO-CHINA.
 A slight modification in autography is responsible for delay in the appearance of some picturesque postage stamps now being prepared in Paris for use in Indo-China. The official decision that the designation of the Dependency is to be rendered in future as one word instead of two has necessitated the re-engraving of the frame designs, which are to enclose vignettes of the Government palace, a native temple, river scene, etc.

AERIAL EXPLORATION.

Sea Planing in New Guinea.
 Captain Frank Hurley recently completed a successful exploration in New Guinea, in which aerial photography played an important part.

One of the machines was a Short twinfloat "Shrimp" seaplane which carried out useful work and performed well in the air despite the tropical heat. The flying carried out by this expedition supplies, one believes, the only data available with regard to the operation of seaplanes in that part of the world. Since it is quite conceivable that naval aircraft might be called upon to operate in these regions this information is extremely valuable. Apparently the Short was handicapped by float trouble caused by the intense heat, and it is thought that had the machine been fitted with all-metal floats its sphere of usefulness would have been greatly increased. Thus we have a definite example of the possibilities of all-metal construction for service in the tropics.

Short Bros., Ltd., have taken up the question of all-metal floats and it is understood that a D. H. 50, commercial aeroplane will be so fitted by this firm for operation as a seaplane on tropical rivers. Floats of this type, if successful, as no doubt they will be, should tend to greatly increase the efficiency of the Fleet Air Arm.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.
 THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship,

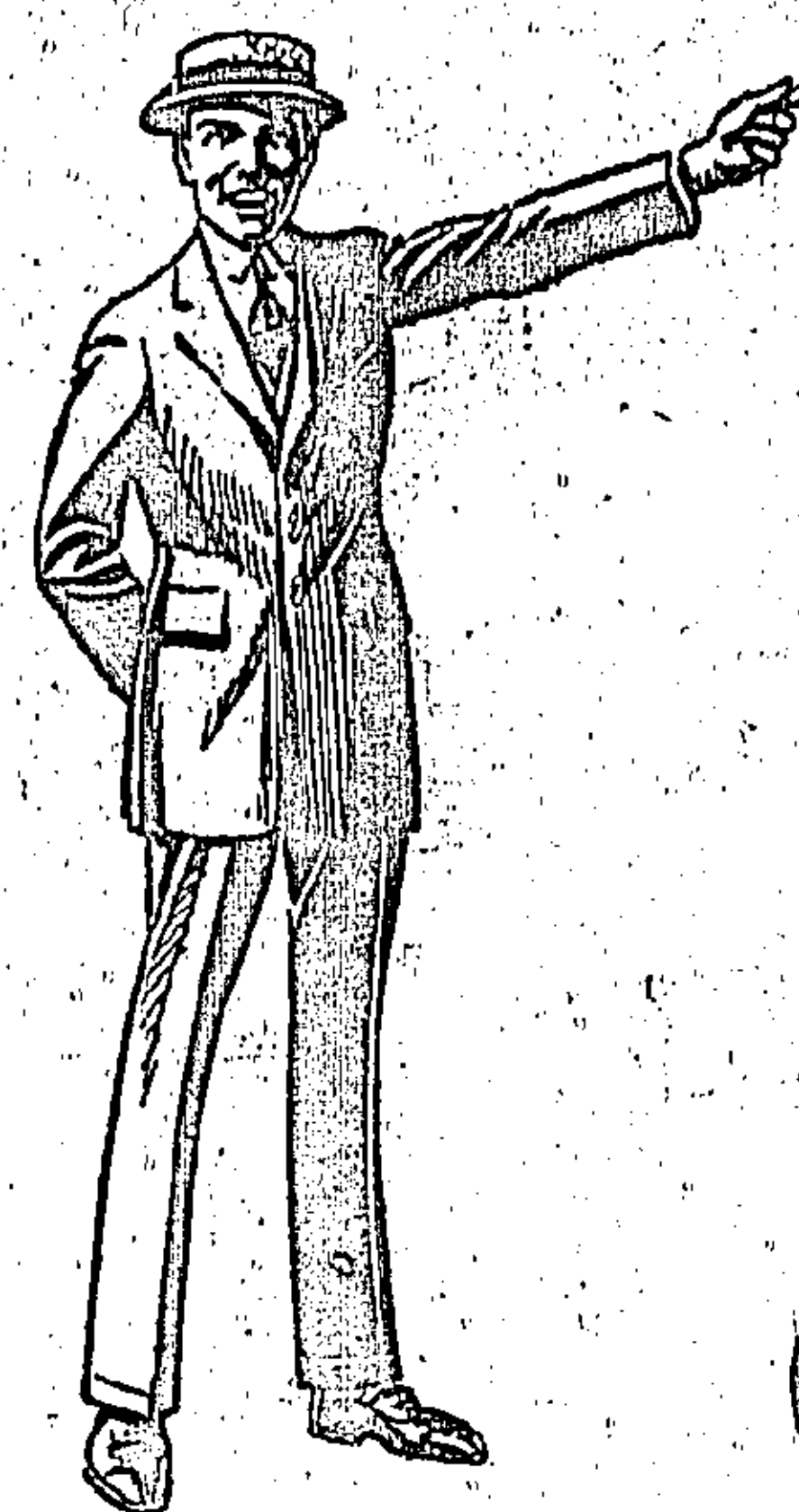
"LAHORE"
 carrying His Majesty's Mail, will be despatched from this port at NOON on TUESDAY, the 28th April, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
 Agents.
 Hongkong, April, 22nd, 1925.

SUMMER UNDERWEAR



The virtue of underwear that enables the wearer to keep comfortably cool on the hottest of hot days, is one that cannot be ignored. "AERTEX"—the original cellular, does this and more—it keeps you free from chill when the sun stays behind the clouds.

"AERTEX" CELLULAR UNDERWEAR AND SHIRTS and PYJAMAS

always in stock in popular weights in cotton and fine lisle thread.

No. 932.	Cellular Vests.—with 1/4 sleeves or sleeveless	\$ 3.75
" 932.	Knee length drawers	3.95
" 1909.	Vests.—with 1/4 sleeves or sleeveless	6.00
" 1909.	Knee length drawers	6.00
" 932.	Combinations	6.75
" 818.	Shirts for day wear	6.50
" 1909.	"	8.50
" 21.	Tennis shirts	5.50
" 1909.	"	9.50
" 21.	Pyjamas	10.50

Besides "AERTEX" underwear, we always have a good selection of other fabrics.

A SPECIALITY

with us is a white cellular cotton which is very elastic and porous. It allows the garment to give full play to every movement of the body, and is very absorbent.

Vests.—1/4 sleeves or sleeveless and knee length drawers \$2.00 each.

"B. V. D."

This celebrated American underwear we stock in:—

Vests.—open all down style	\$1.75
Drawers.—knee length	1.75
Union Suits	3.50

INDIA GAUSE

This popular fabric we stock in:—

Vests.—1/4 sleeve or sleeveless	\$2.00
Drawers.—knee length	2.00

6 for \$11.50

"VIVELLA" and "COTELLA"
 (in reliable qualities.)

— SOCKS —

We have received a new stock of English Cashmere socks, in many smart colourings and designs—checks, stripes and clox. Also in plain shades of Grey, Putty, Fawn, Khaki, Navy also Black and White, at prices ranging from \$1.50

— SILK SOCKS —

In all colours... \$1.75 6 for \$10.00

— COTTON SOCKS —

In White only ... 75 cts. 6 for \$ 4.00



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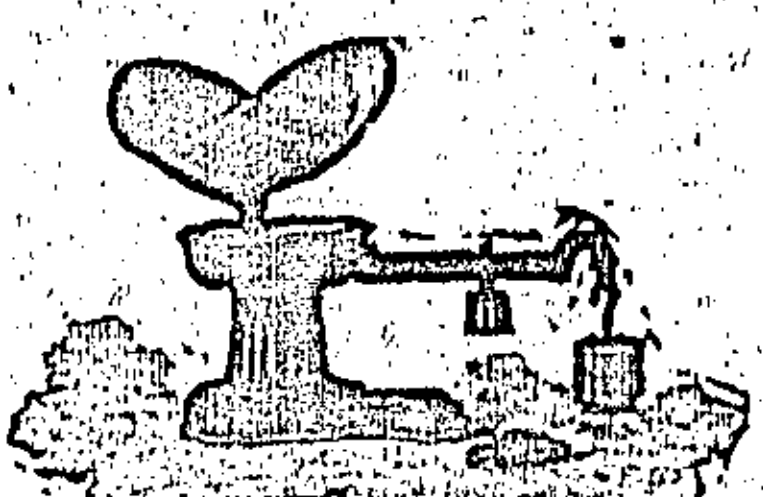
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The Telegraph.

HONGKONG, 25th April, 1925.

WHERE BRITAIN LEADS.

The figures of the Suez Canal traffic for last year, given in a news cable yesterday, are remarkable, and it was predicted a month ago that they would constitute something of a record. It is only natural that with the constant increase of building, there should also be a bigger amount of traffic through the Canal as the years go by; but there is another factor in the increasing number of ships and tonnage, and that is the keen competition which is ever becoming more evident. In recent years there have been fresh additions to the lines using the Canal route, and the trade to the Far East has now to be divided among a greater number of ships, many of larger tonnage than used to be thought necessary. This is evident to anyone familiar with the vessels seen in Hong-kong harbour. But perhaps the most marked change has been the return of German shipping to the old routes traversed before the war; and also the bid for a bigger carrying trade by American vessels. The statistics of last year indicate, however, that the United States is still behind all the other big nations in respect of tonnage using the Suez Canal, though very close to Japan. The figures also show how soon Germany has returned to a strong position in the world's shipping, being ahead of all but the Dutch, who only hold the position they do because of the big traffic with their East Indian colonies.

Holland comes second in the list, but between her and Britain, the leading maritime nation, there is the remarkable difference of ten per cent. compared with sixty per cent. Thus Britain, with nearly two-thirds of the traffic, retains the great preponderance which makes her position almost unique, and practically unchallengeable. Most of us are aware of the fact that the lead British tonnage can give to the combined mercantile marines of the rest of the world, but it takes plain figures like these to bring home the actual facts, and remind all of us that, first and foremost, we are a

maritime nation, with a position so far ahead of everyone else that one can hardly think of a future, even several hundred years hence, when the bulk of the world's carrying trade will not be conducted under the British flag.

Our Beggars.

In view of recent complaints of the mendicant nuisance in Hongkong it is most gratifying to see that the police are fully alive to this matter. Unknown to the general public, certain members of the Force are constantly keeping a keen eye open for professional beggars, and the big number roped in during the past few days is sufficient to show what can be done in this direction. In the course of two days last week, no fewer than 92 mendicants were caught; since then a further batch of 82 has been rounded up, this number including about half those previously sent away to Canton. Thus, within the period of about a week, fully 120 mendicants have been secured in police raids. In the case of children, we quite see Mr. Woodhouse's point that it is difficult to get at the parents, under whose instructions these kiddies poster the public. But an even greater difficulty than that is the manner in which beggars sent to Canton constantly reappear on our streets. This means that much of the police work is of no avail, for no sooner are these folk sent away than back they come again. If there were some law preventing the ingress of Chinese who have no work to come to, it would be possible to make a general clear-out of these pests and ship them away once and for all. But that cannot be done under existing conditions. The only alternatives, therefore, are relentless vigilance by the police in arresting these beggars when found soliciting, and a determination on the part of the public not to encourage the nuisance by heeding the pleas of mendicants. If there were no givers, there would be no professional beggars; so the public really has the matter largely in its own hands. Let the begging fraternity once realise that Hongkong is no longer a happy hunting-ground, and the majority of them will soon disappear.

Revolting.

Hongkong is fairly well acquainted with the kidnapping evil, but the story from Shanghai, printed yesterday, disclosed an affair far more revolting and astounding than any we have encountered locally. No fewer than 31 kidnapped children were found in a blacksmith's premises, of whom had been kept in close confinement for years, whilst it seems fairly evident that they had been bought by the people in charge of the establishment. Not only had they been cruelly ill-treated, but they had been made to work all hours of the day and night. In other words, these poor little mites had been exploited for personal gain, with no thought of the suffering and misery inflicted upon them or the unhappiness caused their parents. Incidentally a case like this serves to show the lengths to which unscrupulous people are prepared to go in China to secure child labour. Whilst, of course, the child labour problem has a very much wider aspect, there can be little doubt that much of the kidnapping which takes place is due to the knowledge that stolen children can be sold to people who hope to make financial gains because of the work they can get out of these unfortunate youngsters.

"PRESIDENT" BOATS.

There is now no doubt that the Dollar interests have succeeded in securing the five "President" boats at present being operated by the Pacific Mail Steamship Company, for yesterday afternoon, Mr. E. L. Matteson, general agent of the Dollar Line, received a telegram from the Shanghai office stating that the final decision had gone in favour of the Dollar Company. It will be recalled that the Pacific Mail Steamship Company secured an injunction against the Shipping Board's award of the vessels to Mr. Stanley Dollar and associates. The injunction proceeding have evidently ended in favour of the Dollar Company.

DAY BY DAY

A. CONSTANT PRISONER OF
THING RARE AND HARD TO FIND.
—Plutarch.

His Excellency the Governor has appointed Mr. B. B. McElderry to act as Police Magistrate and Coroner.

Mr. A. Morley, who has just been discharged from hospital after a prolonged illness, left on a holiday to Japan by the s.s. Nagoya.

Damage to the extent of \$60 was caused to a junk in a collision with a steam launch in the harbour yesterday. No-one was injured.

A collic was fatally injured in a fall down Morrison Hill yesterday. He died shortly after admission into the Government Civil Hospital.

The police arrested a man at Pak Ngau Shek, in the Taiipo district, yesterday, on a charge of being in possession of a revolver and 70 rounds of ammunition.

S. Caro, of St. Joseph's College, has called at this office and stated that he is dissatisfied with the decision in his fight with Randall, of the Diocesan School, and is quite prepared to meet him again.

Monday's *Telegraph* will contain a number of local pictures, including a group taken at the wedding of Lieut.-Comdr. Ronald Leeds and Miss Betty Dawson, as well as a number of snapshots taken at the V.R.C. athletic sports.

Whilst motor cycling near the Pumping Station at Pokfulam Road, on Thursday, Mr. A. D. Cox, of No. 3, Felix Villas, was thrown from his machine and received injuries, which necessitated his removal to the Government Civil Hospital.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, by order of the second mortgagee, sold the leasehold property known as Inland Lot No. 346, together with No. 15, Mosque Street, erected thereon, for \$24,250, subject to mortgage.

A correspondent writes to say that the s.s. Wong Shek Kung, better known as the "Wong Shek Come", has again changed her flag, adding that in two years she has sailed under the Norwegian, Chinese, British, Chilean and Portuguese flags. She is on the run between Saigon, Canton and Hongkong.

Notice is given that the Governor proposes to make an order under the Streets (Alteration) Ordinance, 1923, for the closing of Middle Road, Kowloon, from the south-east corner of Kowloon Inland Lot No. 414 to its junction with Salisbury and Chatham Roads. Any person objecting to the proposed order must send his objection in writing to the Colonial Secretary so as to reach the office of the Colonial Secretary not later than the 11th May.

To-day is Anzac Day, an anniversary which is fully explained by its name, and which, in the words of the official historian, is the date when "in no unreal sense... the consciousness of Australian nationhood was born." It is devoted to the memory of those who fell in the Great War. In Hongkong the day is being celebrated very quietly, but the community will appreciate the presence in our midst of a number of Australians on H. M. A. S. Brisbane.

DERBY FAVOURITE

REPORTED TO HAVE GONE
LAME.

London, April 24.—The trainer, Mr. Taylor, reports that the Derby favourite, Picaroon, has fallen lame, and it is most unlikely that it will run in the Two Thousand Stakes. Another report states that the horse has been injured in the Derby, and that it is now being treated at the Newmarket Veterinary School. The horse was reported to have been injured at the last Derby, and was reported to have been injured at the last Derby.

MIXED

—ASHLEY STERNE.

GRILL

—TWISTED TAILS.

According to Mr. Ernest R. Groves, lecturer in sociology at the University of Boston, Massachusetts, the man of the future will not only be flat-footed, baldheaded and spineless, but will be completely under the domination of women.

I know that this appears, at first sight, as if men for the next generation or two will be perpetually living under a sword of D—coles; but without in the least wishing to seem cynical, I cannot help thinking that a large majority of married men of my acquaintance have already anticipated Mr. Groves' prediction; have, in fact, been busy developing these melancholy characteristics ever since their wedding day.

Sometimes I gaze out of my study window and watch the long, long trail of poor, flat-footed, baldheaded, spineless creatures



being driven off to the cinema to provide the dubs to enable the hand which no longer rocks the cradle to dominate the world. And I am filled with anguish when I ponder that the only masculine privileges left to these dumb driven cattle are those of growing whiskers and singing bass.

The present market value of radium, I note, is somewhere about \$450,000 per ounce. This certainly seems a bit steep, but I imagine that this price includes postage and packing.

RHYMES WITHOUT REASON.
A chilly young fellow named Maugham
Went out for a swim in a staugham;
As he plunged in the sea,
"Well, I must," muttered he,
"Do something to keep myself wauham."

After months and months of a silence deeper than that ever achieved by the taciturn Dean Mantland, the singing frog at the Zoo has at last broken into full song for the first time since he left the home swamp in South America. The result, however, was a little disappointing to the patient and expectant group of zoologists who, for the better part of a year, had been camping out in the Reptile House, anxiously waiting for the frog to live up to its reputation. The noise it eventually emitted was not so much a song as a compromise between an exhausted sawwater syphon and a snore, and poor old Prof. Barmion Crumplett and his no less celebrated confrere, Sir Bates Innes-Bellry, who had been confidently reckoning on a batrachian rendering of the Prologue to "I Pagliacci," broke down and wept like little children deprived



of their toffee. They were both observed to leave the Gardens shortly afterwards accompanied by two keepers and a strong smell of alcoholic stimulant.

EARLIER TELEGRAMS.

POLAND AND CZECHO-SLOVAKIA.
Warsaw, April 24.—The three agreements between Poland and Czecho-Slovakia, namely Commercial, Arbitration and Liquidation have been signed by Mr. Benes who has departed for Prague.—*Reuter*.

THE RHESUS-CANTON COLLISION.
Port Said, April 24.—The s.s. Rhesus, which collided with the M. V. Canton on April 19 has decided to reload her cargo, discharged at Port Said, and is now proceeding to Alexandria where she will discharge sufficient cargo to enable her to be dry docked. Afterwards the cargo will be re-shipped, the damaged portion to be re-conditioned at Alexandria.—*Reuter*.

I hear that there is under consideration a new bye-law to prohibit roller-skating in the London streets. If it ever comes into force it might be suitably termed a log-bye law.

GARDENING FOR THE WEEK-END.

Sandpaper the early rhubarb. Transfer seedlings from the greenhouse to the beds; or, if the beds are all occupied, arrange for them to sleep out. Turn the soil, and thoroughly dig in a liberal dressing of granulated cork and baking powder to lighten it. Carefully examine the daffodils, and, if too yellow, treat as for jaundice. Inspect all crocus bulbs to make sure they have not been planted upside down. Bisect with the lamp-scissors all vagrant slugs. Massage the wrinkles out of the curly kale, and paint the knobs on the potatoes with iodine to relieve the swelling.

A writer on the drama asserts that men of an audience are far more emotional than women, and that when the sob-stuff is handed over it is the former and not the latter who do the weeping. But listen to the Ballad of Buskin Binks:—

When Buskin Binks portrayed the Dane
On Drury's classic stage,
His acting powers constrained him
A little bet to wage.

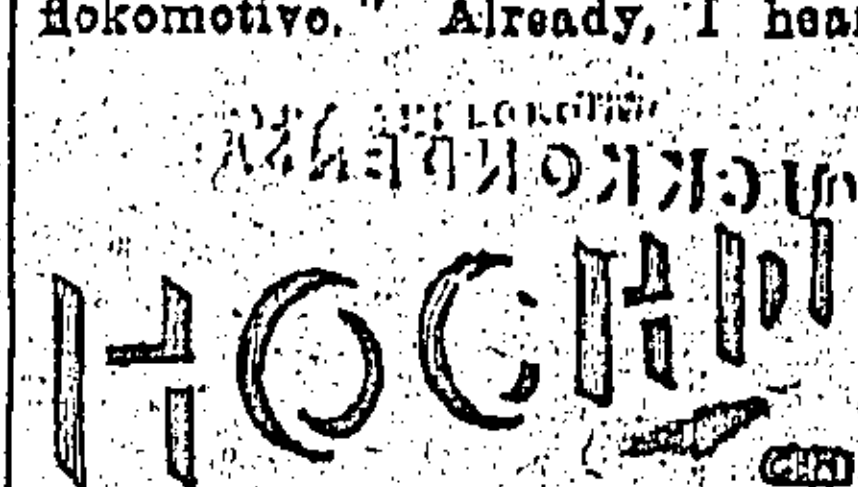
"Not men alone, but women, too,
And babes shall weep at me,"
Quoth he, "what time I speak these lines—
To be, or not to be."

"And I'll pay thee a silver crown
Hereafter, if I fail!"
Then twenty brother-actors took
His wager on the nail.

Alas! alack! he lost his bet;
They greeted him with jeers;
Although, to be precise, he had
His audience all in tears.

The latest suggestion offered to Mr. Winston Churchill for consideration when compiling his Budget is a tax on footballers. This will be a nice change from attacks on referees.

Professor Kurt Wiesinger, of Zurich Technological University, has not only invented a steam locomotive which, by a condensing device, will effect a saving of about 50 per cent. of coal, but has also coined a new word to describe his invention which will effect a waste of about 50 per cent. of type. The name is nearly as long as his engine, to wit, "Hoehdruckkondensationsdampf-lokomotive." Already, I hear



several eminent composers have written to Prof. Wiesinger to ask his permission to set his new word to music, while I also learn from a reliable source that the Zurich police have forthwith adopted it as the official test for sobriety, and that an enterprising editor is shortly going to publish it as a serial story.

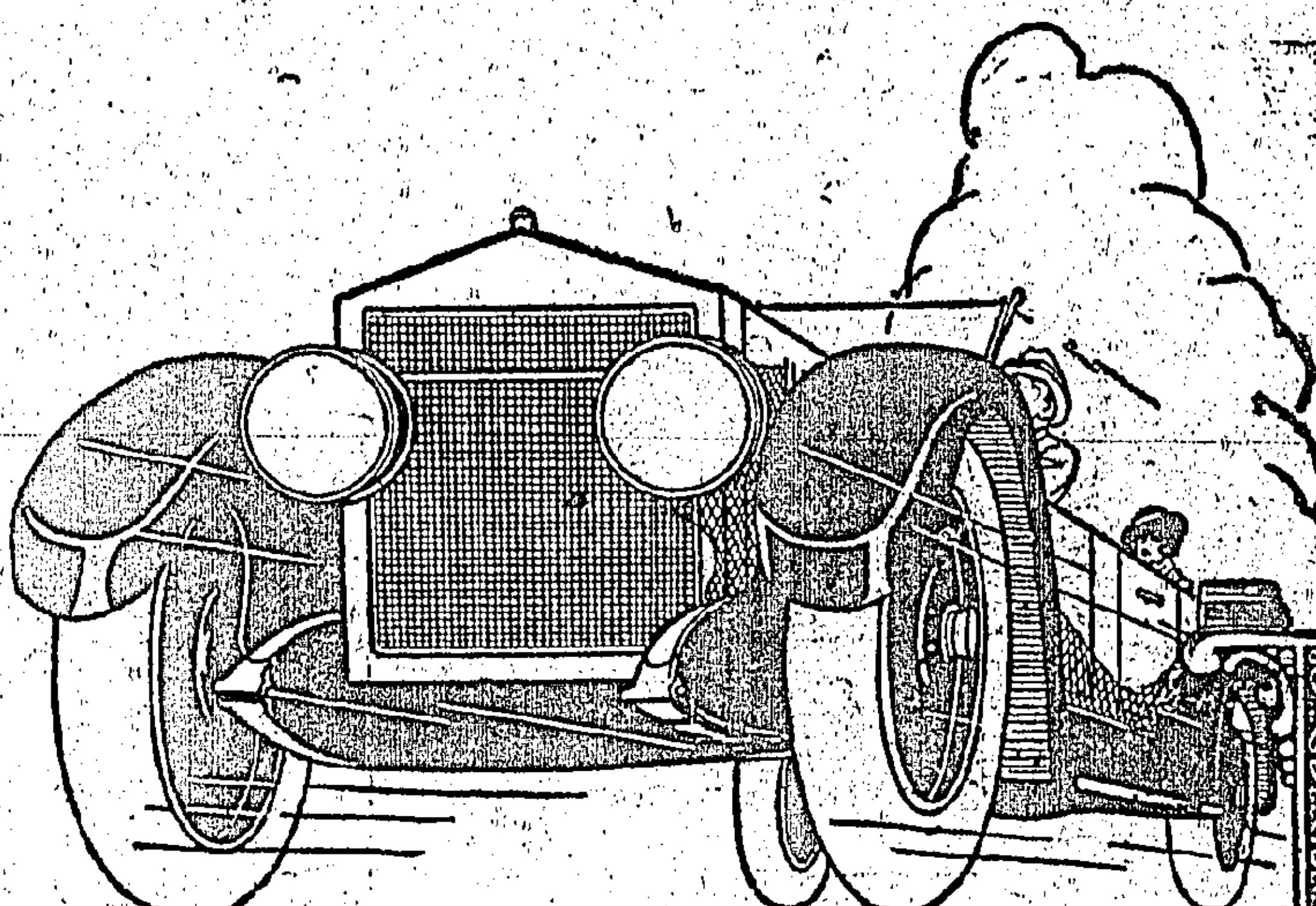
On the other hand, the Swiss postal authorities have forbidden orders for the engine to be sent by telegram.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 25th April, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

The new road to Repulse Bay via Wong-nai-Cheung Gap is opened again to motor traffic from to-day. This will be most welcome news to motorists, especially now that the bathing season has commenced, and a large number of people have already begun the daily pilgrimage to this popular resort. Motorists should drive with care, however, for the work has not yet been finally completed at certain places. Those using the road this week-end will notice with pleasure that a particularly good job has been made of the resurfacing.

During the past seven months the number of public vehicles such as taxis, buses and commercial lorries which have been sent off the road by the Traffic Department for defects in machinery, or for general overhauling, or repainting, has amounted to no fewer than 361. This gives a fair idea of the vast amount of work entailed on the officers who have not only to make frequent inspections of these machines but also to test their efficiency when they are recommended for the road. In course of time as traffic grows in volume on the mainland a special staff will no doubt have to be allocated to that side for the regulation of the public vehicles whose numbers are being added to from day to day.

A check of the number of commercial trucks and lorries in the Colony shows that up-to-date there are no fewer than 201 in the Colony, of which about sixty are of British manufacture. Thornycroft machines represent 60 per cent. of these, whilst the remainder included Dennis and other vehicles.

The handy little roundabouts so much in evidence in the Colony of late and known as the "Austin Seven" are growing in number, for we note that within the last year between 55 and 50 have been licensed. This little car is in particular favour with the younger generation as it is easy and economical to handle. Many of them have discarded the solo cycle and side car for this safer form of conveyance, and according to latest reports are very well satisfied with the change.

There appears to have been a popular impression amongst some native motor-car drivers that because they can turn a wheel and pull the clutch they can pass muster in any show where driving a motor vehicle is concerned. Such optimists were destined for a disappointment when the new police regulations were passed requiring that every motor-car driver on changing over to lorry-driving shall first pass a strict examination and learn the art of "double declutching" before they are given a licence for driving this class of motor-vehicles. In his turn the ordinary chauffeur is nowadays required to pass a thorough physical test by a doctor before being examined on the art of motor-driving, such test including examination of the eye-sight in addition to probing his general physical fitness. So much for the preliminary training, but the traffic officers do not stop there. Periodically the drivers are re-examined as to their physical condition, and only those who are able to pass the strict test now introduced by the

Department are permitted to drive public cars on the road. This should result in a reduction of the big number of accidents that have occurred in the past.

Garden Road seems to be a really unfortunate place for ruts and pot holes, especially between the Tram Station and just beyond the Helena May Institute. Unless they have been filled in by the time these notes appear, there are two particularly bad examples almost level with the disc signalling devices. Probably no other road in the Colony has to bear heavier traffic, and that may explain the frequent occurrence of the trouble. We should not like to use it as an excuse for all that, because it should follow that the greater amount of traffic a road has to carry, the greater the need for frequent inspection and attention.

An enthusiastic motorist endeavoured to convince us on Wednesday last that dimming is essential. The demonstration, which incidentally provided a most enjoyable run round the New Territory, came about as a result of recent comment in these notes which quoted authorities in various parts of the world, who had decided against the practice of lowering headlights. The opinion formed during the trip was that in unlighted districts dimming is most certainly necessary, but that through well illuminated streets drivers are not subjected to the blinding effect from an on coming car's lamps. This is partly on account of the wider streets. Soon after leaving Castle Peak on the homeward journey, it was twice necessary to stop owing to the dazzle from the lamps of motor buses, whose drivers were disciples of the "not to dim brigade." In these cases it was emphatically demonstrated that a bright glare constitutes danger, especially in view of the winding nature of the road, and we think that drivers should be notified that dimming must be effected in all such districts.

It was also gratifying to note that where the Castle Peak Road runs through cuttings, the rocky walls bordering the road have been treated with a white compound, the effect of which greatly assists motorists in picking out danger points.

BATTERY SAVER.

There is less strain on the battery if the driver holds the clutch in while pressing on the starter. This precaution also will prevent the car moving in case the driver has forgotten to throw the car out of gear.

APPLYING BRAKES

The average delay between the signal to an auto driver to apply his brakes and the actual application of them is half a second, according to tests of the Department of Commerce bureau of standards. At 30 miles an hour a car would travel 22 feet in this time.

PUNCTURE REPAIR

Before removing tube from casing to repair puncture, mark the casing, then after puncture is repaired, lay the tube on the casing so the markings coincide. By this method one can easily find the hole in the casing and often the cause of the puncture without looking all over the casing for it.

ONE OF SHANGHAI'S FIRE BRIGADES.



The French Fire Brigade in Shanghai held their annual competition at the French Park recently when two teams competed for silver cups. The winners were No. 1 Company, under M. Cnapaux. Picture shows the Chinese members of the Brigade parading before the competition.

"FOOZLED" GEAR CHANGES.

WHY THE FEAR OF STEEP HILLS SPOILS JUDGMENT.

One of the many fears which assails the motoring novice (says Capt. E. de Normanville in the *Daily Chronicle*) is that of "foozling" a gear change on a steep hill, and the consequent half-dread of running backwards, and the full one of the difficulty of restarting in such circumstances.

With any self-respecting modern car in reasonably good running order there is no need to fear running backwards, even on the worst hills normally encountered.

Drivers who find the fear of gear changing on steep hills to be chronic should try the slipping clutch change on such occasions. It is not so good as the double-declutch, but is better than a "foozle," and in nearly all cars will give a reasonably good change with a minimum of personal skill.

Drivers who change well on normal occasions, but bungle on really steep hills, do so through "nerves."

That temperamental upset can only cause you either to accelerate too much in neutral, or not to accelerate sufficiently. More often than not, it is the latter but it is easy to find out.

If you make a "foozle" at a fairly good car speed—say 25-27 m.p.h. on a three-speed gearbox—it will most probably be through insufficient engine acceleration. Therefore, the instant you know you have fozzled immediately make precisely the same change again as the one you have just failed at.

In all probability this second attempt will prove successful—although in essaying it remember that "suaviter in modo" is the correct treatment for the change speed lever; don't force it.

If such a second attempt prove successful you may be practically certain that you under-accelerate on occasions when you fail to get a clean change.

If despite your best efforts you still bungle, then, if an inexperienced driver, it is probably best to let the car come to rest and start again in low gear.

TOUR ACROSS UNKNOWN AUSTRALIA.

At a recent meeting of the House and Social Committee of the Royal Colonial Institute, Mr. J. J. Simpson, M.B.E., gave an illustrated account of his "Tour Across Unknown Australia." Mr. John Huxham, Agent-General for Queensland, was in the chair.

Mr. Simpson was accompanied by Mr. Francis Birtles, the well-known Australian explorer, and Mr. M. H. Ellis, the writer on Political Economy, who acted as Special Commissioner. The party included the dog Dinkum, who was responsible for bringing a buffalo to bay. The distance covered was 6,200 miles, and this achievement was the more interesting because it was an all-British venture, the car being neither a Citroen nor a Ford, but a Boon. The 14-h.p. car, loaded up to 44 cwt gross, travelled through glutinous mud quagmires, through "devil" country caused by mobs of cattle treading the soft, black soil plains, through bush and through desert sands. Its safe arrival in Darwin caused some sensation, as it was the first car to make an overland journey from Sydney, and the first for 16 years to do a journey between Katharine River and Port Darwin. On the way back, when 120 miles short of Oodnadatta, oil gave out. It was found that the last tin had got damaged and they had been carrying an "empty" instead of a "full." They robbed both gear box and back axle as much as possible and melted up a 7-lb. tin of gun grease in the hope of completing the journey to Oodnadatta. The grease congealed and prevented the oil pump from working through the stoppage of the suction filter. This was removed, but with little success. Mr. Birtles then decided that the only thing to do was for someone to take to the track in an endeavour to find lubricant of some sort. He and Mr. Ellis took with them light luggage, food and water and the dog, and disappeared into the surrounding mass of gum trees, leaving Professor Ewart, who had been picked up en route, and Mr. Simpson to camp in comfort with the car. They returned in the late afternoon, having discovered a little shack about 7 miles away, the owner of which had carefully preserved his beef dripping for many months. They probably brought back with them

17,000,000 MOTORS.

LATEST U.S. REGISTRATION FIGURES.

Motor vehicle registrations in the United States reached 17,591,981 in 1924. This, according to the Bureau of Public Roads of United States Department of Agriculture, means there is one motor vehicle for every 6.4 persons, one passenger car for every 7.3 persons and one motor truck for every 69.0 persons.

The reports show a net gain in registration of 2,501,045 for the year, or 16.6 per cent. Passenger cars increased 14.7 per cent in number, while motor trucks increased at more than double this rate, or 32.9 per cent, indicating rapid development of commercial use of the highways. Truck registrations increased 54.4 per cent in Kansas and 42.4 per cent in North Dakota.

The greatest increase in total registration is shown in the South Atlantic group, 21.5 per cent, while the minimum is shown in the West North Central group amounting to 10 per cent.

The total gross receipts from licence fees amounted to \$225,492,000. Of this \$184,393,000, or 82 per cent, is applicable to highway work under the supervision of State highway departments.

a solid half-gallon. This was melted up with the existing conglomerate fats, and the lubricating system worked beautifully, so that Oodnadatta was reached without untoward incident.

The Hon. Secretary of the Committee, breaking his rule that a Secretary should be seen and not heard, said that a most important point of the Lecture was that the feat was accomplished by a standard all-British car. Daily one heard that the American was the only car which could stand up to such conditions. One of the slides had shown all that remained of the only other car which had ventured to undertake such a hazardous journey. It was an American make and had failed, and, therefore, he felt that the greatest publicity should be given in all parts of the Dominions to the tour, as it would stimulate interest in British manufactured cars overseas. The Chairman took part in a short discussion. A hearty vote of thanks to the Chairman and Lecturer was proposed by the Rev. W. J. Maekain.

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Mobiloil

Make the chart your guide

Lubrication as it is considered in mechanics is the application or introduction of a smooth fluid substance, preferably oil, between two hard moving surfaces that will keep them from coming in direct contact.

Unless the surfaces are kept apart by some medium the irregularities which exist on all surfaces, no matter how hard or smooth, will interlock, and the friction caused in tearing them apart and wearing them down will generate heat.

The action of a lubricant is to flow between the close-fitting surfaces, filling up the interstices and covering up the high spots, acting as a cushion and taking up whatever heat may be generated and carrying it off instead of allowing it to be absorbed by the wearing surfaces.

To do this properly, a lubricant should have certain properties. It should be of a fluid nature so that it will flow readily between surfaces that are close-fitting and under heavy pressure.

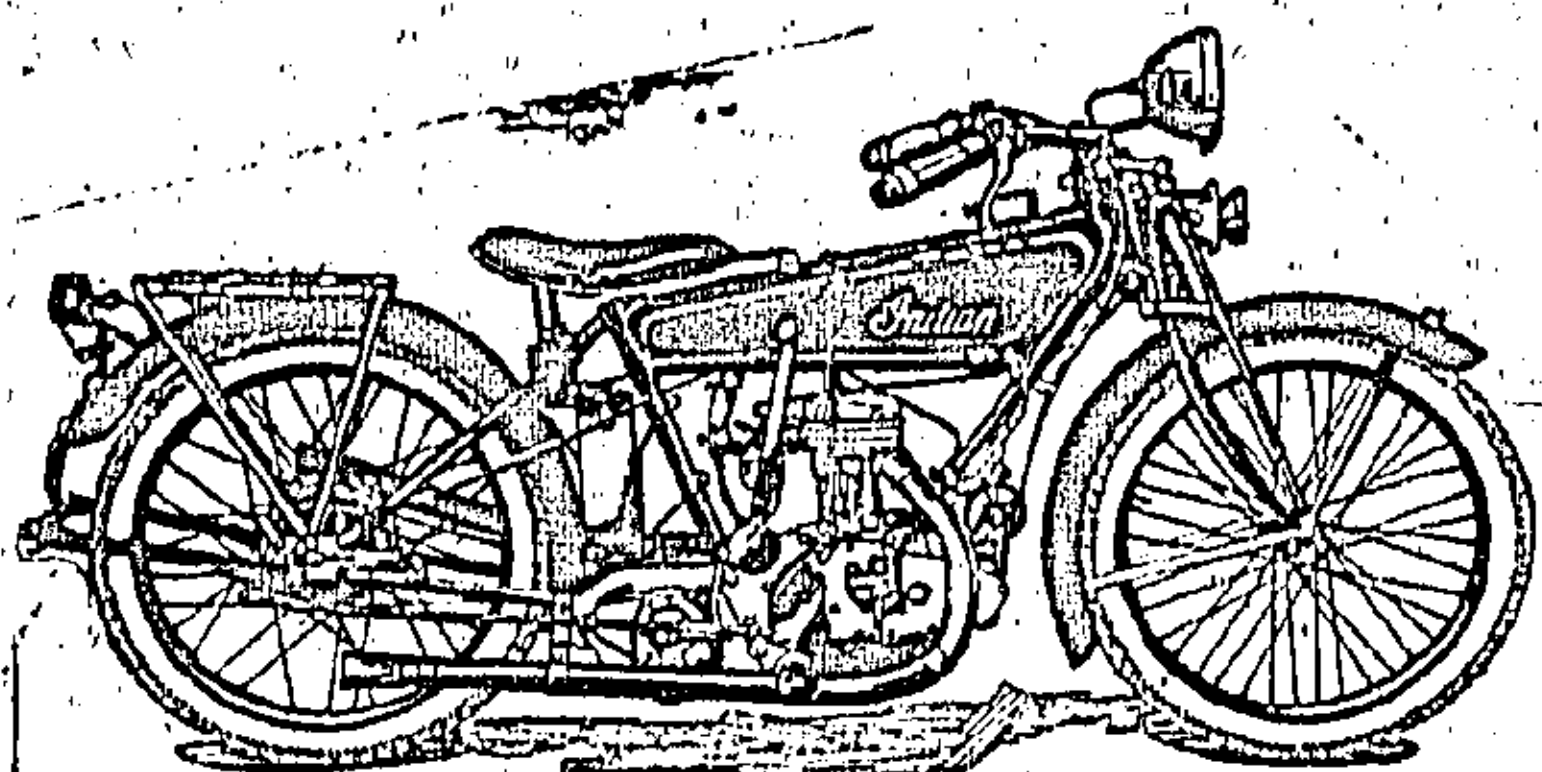
Gargoyle Mobiloil is the very best motor car engine lubricant obtainable. It is manufactured by experts in the science of lubrication. The Correct grade, as specified in the Chart of Recommendations, will give more power to your engine on lower benzine consumption and at the same time reduce friction to the minimum, thus eliminating unnecessary repairs—nine times out of ten, due to the use of a poor quality of lubricating oil.

The Hills Will Tell.

VACUUM OIL CO.

INDIAN PRINCE.

1925



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INDIAN PRINCE fully equipped\$480.00.
Stocks Carried.

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Hongkong.

MOTOR GARAGE WRECKED BY TORNADO.



The exterior of a Motor Garage at Murphysboro, Illinois, after the passing of the terrible tornado of March 18th, which swept five big States.

ELECTRIC HORNS.

ABUSED IN CALCUTTA.

The Automobile Association of Bengal have decided to take up the matter of electric horns with the Police. At the present time in Calcutta no car may be fitted with an electric horn. This decision was arrived at by the Police some years ago at a time when the control of traffic in the city was not as efficient as it is to-day. We ourselves consider

that it would be most desirable if electric horns were generally allowed to be used, but against this we have that abominable set of road hogs which abuses every rule and courtesy of the road, and it is these people, which the police wish to keep under. Some drivers seem to think that the idea of an electric horn is to provide as much noise as possible on all occasions, perfectly regardless of the fact that the slumbers and conveniences of the neighbourhood through which they are passing are being

seriously disturbed. It is this type of "hog" for which gentlemen drivers have to suffer. It appears to us, however, that the Police might be able to meet the convenience of motorists by permitting the use of the electric horn so long as there is no abuse of it, and in those cases where there is abuse, to press home the offence with vigour, not so much as with a fine as by a cancellation of license for a period. We believe that some arrangement on these lines is possible, and if arrived at would be greatly appreciated by motorists.—*Indian and Eastern Motors.*

CAR BUILDING.

SWEEPING DEVELOPMENTS EXPECTED.

It is not unlikely that the next decade will see developments of the automobile fully as important and perhaps more radical than those produced in the last ten years, declared Mr. Herbert Chasse, a New York automobile engineer, in an address before the New England section of the Society of Automotive Engineers in Boston.

Mr. Chasse outlined specifications he believed should occupy the attention of passenger car designers, for production of a car of relatively light weight capable of averaging thirty miles to a gallon of fuel at reasonably high maximum speed, good accelerating ability and easy to handle in traffic and to park.

Among the possible improvements he suggested were the following:—

Lighter axles or replacement of axles by flexible members forming part of the suspension system; lighter frames incorporated as part of the body; engines capable of high torque at relatively low engine speed and with better fuel economy; gearless transmission, automatically variable through an infinite number of speeds; brakes that will be effective and wear long without squeaking and applied to all wheels, and springs or suspension to give maximum riding comfort with freedom from squeaks and rattles.

He adds to these, tyres that afford the greatest riding comfort, easily detached without tools; light and noiseless body; weather-proof, heated and ventilated and finished inside and out with a durable material easily kept clean, a steering system safe and easy to operate, that will prevent wheel shimmying; a cooling system that will permit quick warming up of the engine in winter and maintain a high and uniform temperature throughout the engine; central lubricating system that will feed all wearing parts of the chassis and require filling not oftener than every 1000 miles, and seats adjustable and removable, with backs which will move up and down with the body of the passenger.

Practically all of these features have been proved worth while on experimental cars and some are incorporated in cars now in production.

Silent rooms, in which specially trained experts listen to the operation of various gear assemblies, are among the devices used by the Cadillac Motor Car company in testing parts before placing them in the chassis.



Slick Up Your Car

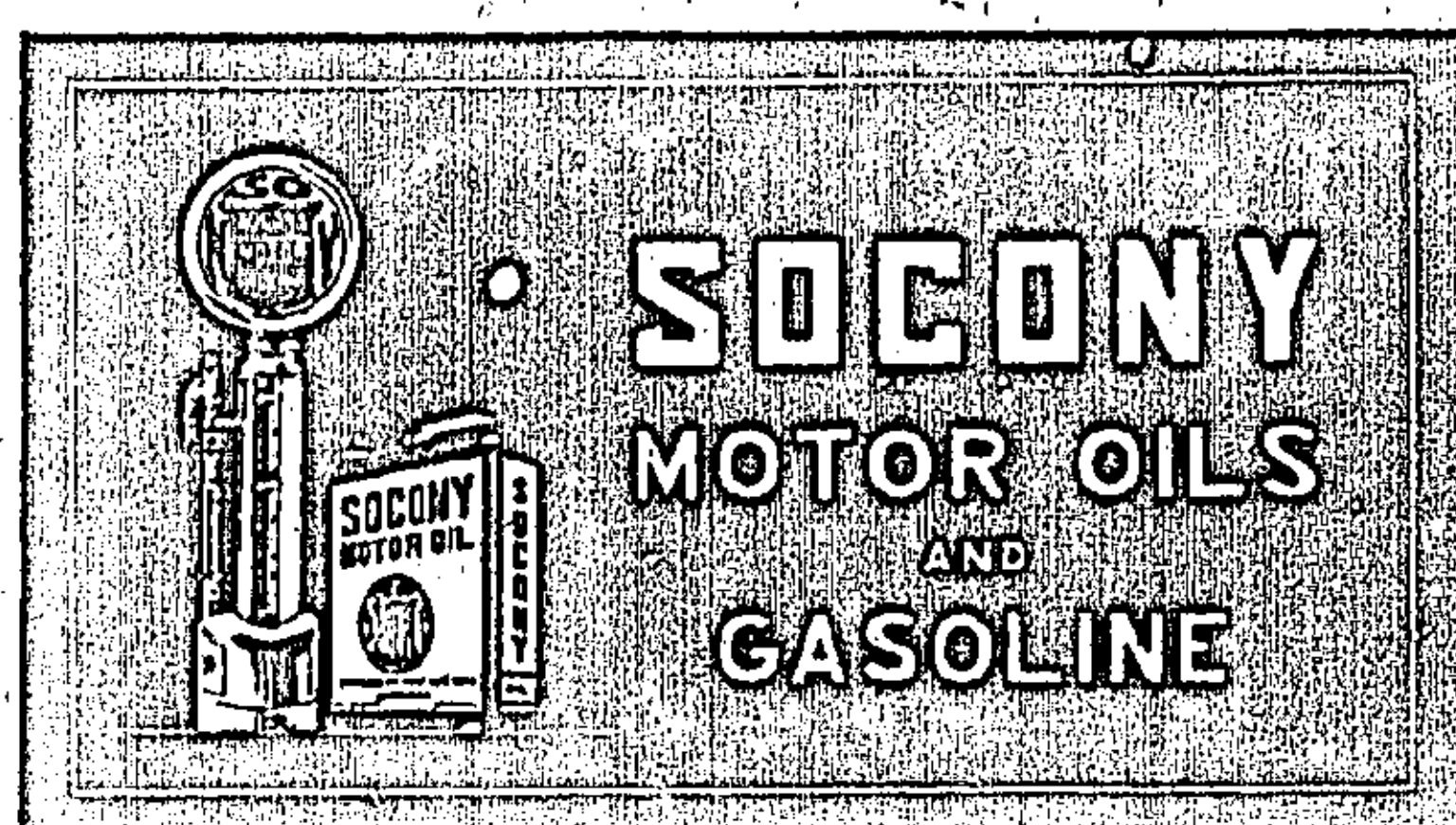
WHAT a world of difference a good coat of paint and enamel makes in a car's appearance! You'll be astonished at the change. The more down-in-the-mouth your car looks when you bring it here, the more pleased you will be when you drive it away.

EXPERT WORK—PROMPTNESS
AND LOW COST

The Dragon Motor Car Co., Ltd.

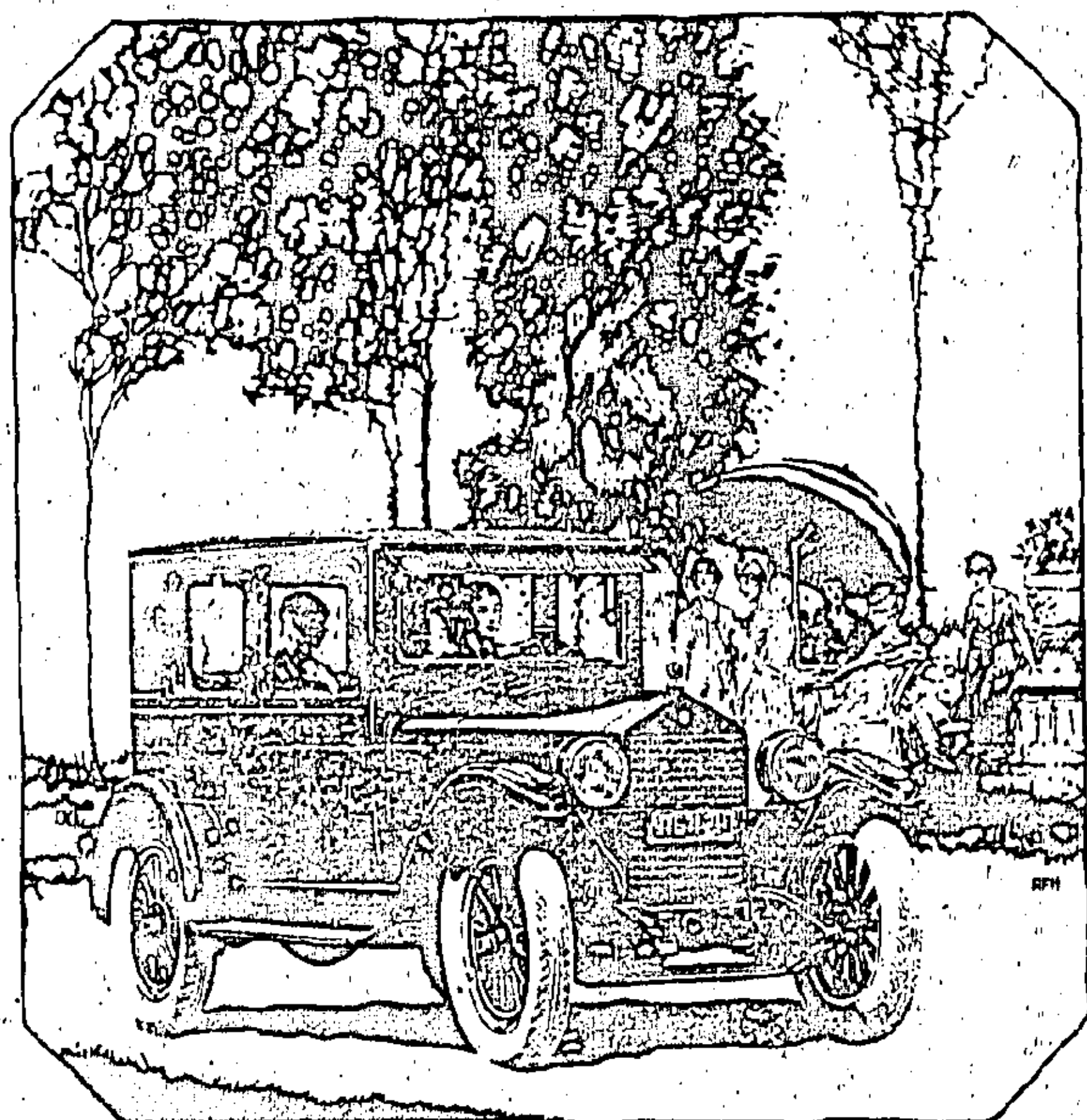
Expert and Constant European Supervision.

Tel. C. 1246 or 1247. A. J. Allison, Service Manager.



Closed Car Comforts at Open Car Cost

ESSEX
SIX
COACH
\$2,650



HUDSON
SUPER-SIX
COACH
\$4,000

with BALLOON TYRES Standard Equipment

The buying choice of the year is "Closed Car Comforts at Open Car Cost." There is no rival to this issue. Hudson and Essex alone have the Coach. And because of these advantages are exclusive, the Coach is the largest selling six-cylinder closed car in the world.

Greatest Closed Car Value
Enhanced by Balloon Tyres
The Coach holds strictly to things that count in real car value. Now it adds the proven superiority of balloon tyres—greater riding ease, finer appearance, improved road

steadiness and braking efficiency. It marks another margin of advantage in a leadership of value that all acknowledge.

Why Buy an Open Car?

You see the Coach everywhere in increasing number. Its popularity is but a forerunner of what the future holds. For all admit the closed car will soon be the only acceptable type. Buyers to-day must consider

how that affects resale values, when choosing between open and closed cars. The Coach as the wanted type maintains highest resale value against the waning desirability of the open car.

In the coach you pay no more for all closed car utility, comfort and distinction. Nearly three years of service and more than 135,000 owners have established its staunchness and enduring reliability. It is the quality closed car in reach of all.

The Car for Everyone

Both Hudson and Essex are creations of the same engineers. They are built under the same patents. There is no difference in quality of material or workmanship. Your choice between them will rest solely on the price you want to pay.

Only Hudson and Essex Have the Coach

And Both are of One Quality.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road (Happy Valley.)

DUNLOP CORDS



When purchasing a tyre BE
GUIDED BY THOSE WHOSE
BUSINESS IT IS TO KNOW,
AND WHO DO KNOW.

The fact that 95% of
British Car Manufacturers fit DUNLOP tyres
as standard equipment is
a striking tribute to the
superiority of the Dunlop
tyre.

Behind the Car manufacturers' choice is their
practical knowledge of
tyres and tyre values.

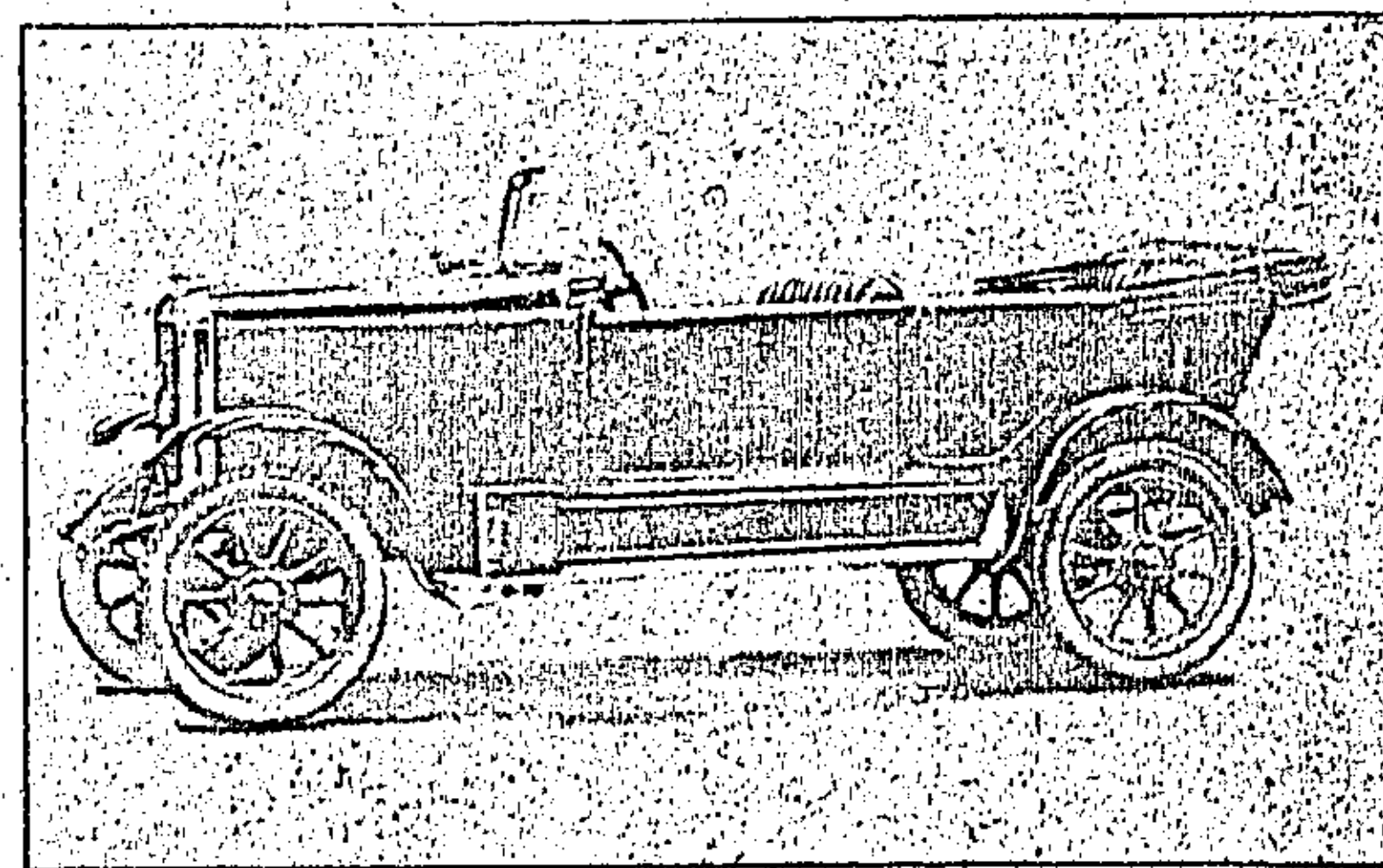
FOLLOW THE CAR MANUFACTURERS' LEAD—
THEY KNOW.

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HONGKONG HOTEL GARAGE.

THE JOWETT 7 H.P.

The Most Popular Light Car in England
40 Miles per gallon on level road.



2 Seater £160. Light Four £170. Full Four £180.

Plus actual cost for Packing and Freight, about £25.

All Models in Stock

A. & P. LEONG HINGKEE & CO.

China Buildings, Sole Agents.

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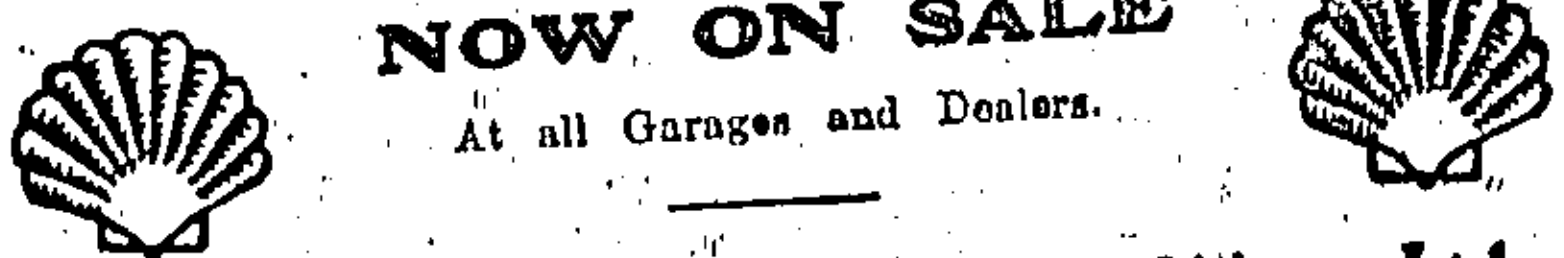
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IMPORTANT ANNOUNCEMENT TO MOTORISTS.

The proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS. SHELL has always meant the highest quality motor spirit—to-day it means more—it means the highest grade of motor lubricating oil.

SOLD IN 1 GALLON AND 4 GALLON TINS
"EVERY DROP TELLS"

Write for our booklet, Shell ready-reference to correct Lubrication



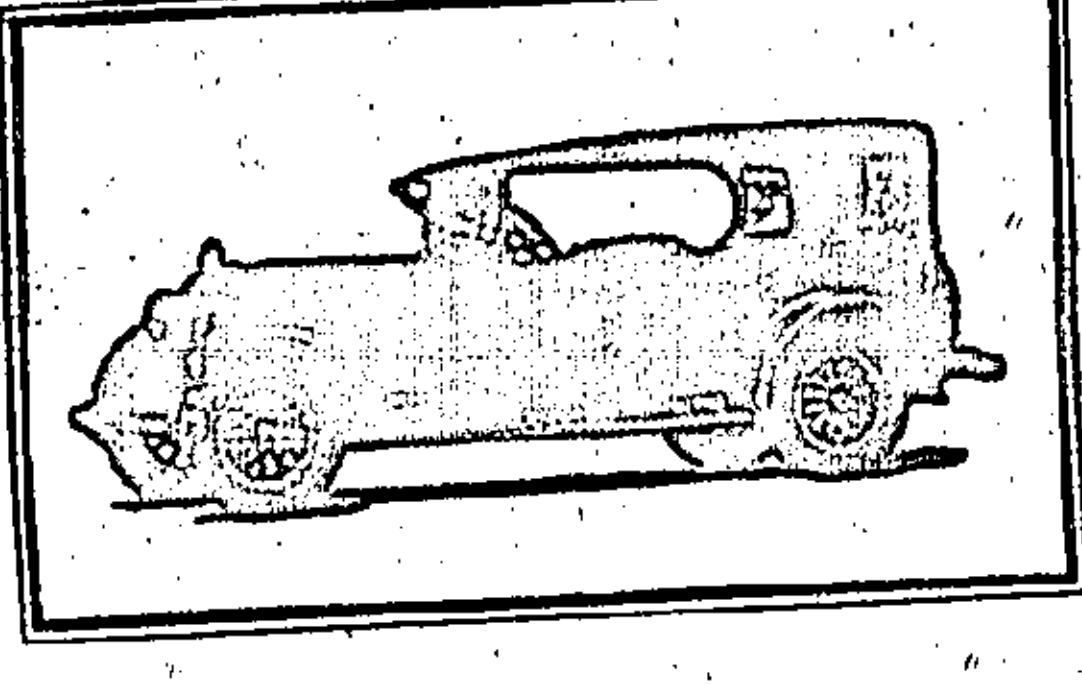
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At all Garages and Dealers.

The Asiatic Petroleum Co. (South China), Ltd.
(Incorporated in England)

HONGKONG HOTEL GARAGE THE NEW

1925 STUDEBAKER 1925.

Hydraulic
Four Wheel
Brakes



Genuine
Balloon
Tyres

1925 MODELS NOW IN STOCK

DON'T FAIL TO SEE THEM
AND DON'T BUY A CAR
BEFORE YOU SEE THEM.

TEL. 4759. TEL. 4759.

THE HONGKONG and SHANGHAI HOTELS LTD.

THE BUICK "SIX"

Owners express surprise that a car so powerful and spirited as the Buick Six operates so smoothly and quietly. Such outstanding performance explains why the car is winning and holding the good will of all who buy it.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

THE BRITISH MOTOR INDUSTRY. Waging War With Difficulties.

THE GRADUAL DEVELOPMENT LEADING
TO TO-DAY'S EFFICIENCY.
(By H. Massac Buist.)

In face of the facts that as early a motor machine as any produced in the world was evolved and built in these islands—Butler's 2-cylinder, water-cooled, petrol motor cycle of 1887 was in many respects far in advance of Germany's pioneer work of the same period, but the law of this country did not allow of its being used—that the first really reliable motor bicycle was ultimately evolved in Coventry; that we have led stage by stage in motor-ing for the people as represented by our utility vehicle industry, whose latest unique omnibuses are available for visitors from overseas to ride in during their visit; that in the realm of sport British cars have won such Blue Ribbon events of the world as a Gordon-Bennett Race in the early days of the movement and the Grand Prix of the Automobile Club de France last year; that the standardised 6-cylinder car was evolved in London; that when the War broke out Great Britain was the only country in which there had been produced and were standardised and available aircraft engines of sufficient power to lift a full-scale seaplane into flight—some rendered invaluable service during the Battle of Jutland; that the only airship flight from Europe across the Atlantic to the United States and back again was made by a British-built vessel with engines of British design and production; that the only non-stop aeroplane flight across the Atlantic from Newfoundland to Ireland was made with home-designed and built engines produced by another firm; that the multi-cylinder engined small car was pioneered in England; that such a notable development as the production of the first practicable double-sleeve valve engine to be standardised was achieved in England, where the first twenty-four hours' continuous driving feat was accomplished by a 6-cylinder British car on the pioneer scientifically constructed motordrome in the world, the Brooklands Automobile Club's track at Weybridge; that the first aeroplane flights stage by stage from England to Australia, also from England to the Cape were undertaken by British aircraft with British engines; that we have evolved the first airworthy aircraft engine of 1,000 h.p. and that in our London-Cologne Air Service a British engine has flown 100,000 miles and is still in use daily—to name but a few outstanding achievements—assuredly it were allowable to indulge in retrospect on so notable an occasion as the present were it not that even a slight

acquaintance with the British motor industry would serve both to inform and to convince the reader that there is nothing so utterly foreign to its fundamental characteristics as looking backward. Granted that it has won laurels second to none; nevertheless, the point to note is that it has never rested on them; therefore it is not doing so to-day. On the contrary, like most things British, our motor industry does not make much ado; it merely does. **WAGING SUCCESSFUL WAR WITH SUCCESSIVE DIFFICULTIES.** Not one of the survivors among the rapidly thinning ranks of motoring pioneers in this country can remember a time when the industry was not struggling strenuously to emancipate itself from some handicap or restriction. Some-times the problem concerned legislation, which first rendered it well-nigh impossible to use a motor vehicle if you could get one; at other times it was to overcome some obstacle to the attainment of greater reliability, and, later, to achieve some detail of that elusive refinement in service which has been attained by this industry to an aggregate degree that has never been achieved by any of its rivals. There has been, as there is in the present, a seemingly endless struggle against competition of a character that obtains in no other country in the world which has a motor industry. And perhaps greatest of all was the awful, enduring endeavour, with such brilliantly successful results, to provide those vital munitions which constituted the late campaign the first motor war by land, air, and water in history. At the British Empire Exhibition will be seen the cream of this well-manned British industry's latest products, each a strictly commercial proposition in its kind, yet the visitor will fail to discover a hint of wound or weakness sustained in this well-nigh ceaseless battle for existence and development; nor of the fact that, for one long spell of nightmare years, motor manufacturing in the British Isles was diverted from its normal lines of development. **GATHERING STRENGTH UNDER OPPOSITION.** Possibly one of the most vivid ways of enabling one to grasp what this industry has done would be to set its current products against their prototypes built at the inception of the movement in the Motherland. That would have been possible were it not for a quaint and ineradicable characteristic of the Britisher to take next to no trouble to preserve the milestones by which he has progressed from frankly unpromising beginnings to uncommon wonderful attainment. In point of fact, up to a few years ago we had a reasonably representative temporary collection of early motor cycles, motor cars and other sorts of motor vehicles and machinery. But it dissolved in the course of the War years and is now practically past recovery in detail and variety. For our present purpose that means, perforce, that we are compelled to make comparison, if at all, as between home-built motor products and, where there are any, foreign ones in given categories; for it must be had in mind that the British industry is quite catholic in its composition, producing motor vehicles for all sorts of users, because variously lined purses have to be catered for if there is to be such a thing as a national industry. **THE POINT OF VIEW.** Therefore each product should be judged from the point of view from which it is designed, built and offered; also in face of the fact that there is no motor vehicle made of such poor material to-day that the metal, or fabric, of which it is fashioned is not vastly better than the most costly available for building, practically irrespective of cost the very best examples of half a generation ago only, far less of a quarter of a century back. Through that phase where in speed was limited to four miles an hour on the highway each vehicle being preceded by a man carrying a red flag, whereby it came to pass that the birth of the motor movement in this country was arrested artificially, full use being made abroad of the fine opportunity so created;

through the subsequent remission whereby, in 1896, it was permissible to travel at twelve miles an hour and the motor movement in Great Britain had its real and tardy beginnings; and the second concession in 1903, whereby, on and after New Year's Day, 1904, it was allowable to travel at twenty miles an hour; and through the ever-coming and clashing difficulties of advancing design yet another stage forward ere, seemingly, we had given our engineers time to take full advantage of the fresh possibilities of the last-but-one stage in the evolution of metal-lurgy; and, especially, amidst almost pathetic endeavours to discover where we stood, and stand, in regard to labour problems; and so forth, the captains of our industry strive undismayed. Those are but a few of the many phases of that strange opposition that has consistently and effectively dogged and thwarted this amazing movement. Despite all vicissitudes, it remains a shining example, and is indeed the very outcome, of an irrepressible spirit of optimistic belief and ceaseless courageous commercial and scientific endeavour. **FROM THOSE UNLIKELY BEGINNINGS TO THESE AMAZING USES.**

The very beginnings of motor-ing in Great Britain were sufficiently inauspicious, for, in addition to the legal handicap, the company promoter was abroad in the land the consequence that the support that was needed during the first decade of the movement was never accorded it by a public which, after an initial burning of its fingers, would not finance the industry again until it had emerged from all its early vicissitudes and, right hardy growth, had actually established itself, despite lack of such theoretically indispensable assistance, as a permanent branch of manufacturing engineering which could be ignored no longer, because it would not die but do. To-day we cannot exist as a nation either in peace or in war without it; we move in the air, we pass under the waters, we voyage to an increasing extent on their surface, we transport our goods and ourselves overseas, we conduct a growing number of our agricultural activities each and all by means of the motor industry, which we also call upon to transport our infantry over land in war. And it is already abundantly plain that we shall be asking it to haul our artillery in the next campaign.

Whenever a great football match or other athletic or sporting gathering draws scores of thousands of folk from all quarters of the country to Wembley, Epsom, or another centre, then you shall find traffic being directed by wireless from the air—thanks to the prowess of the British motor industry. **THE INDUSTRY'S SCOPE TO-DAY.** To-day no fewer than seventy-eight firms are engaged in Great Britain manufacturing passenger cars for private ownership; forty in building petrol lorries; eighteen steam and sixteen electric vehicles. The last figure serves, incidentally, to illustrate to visitors from what are commonly miscalled new countries, how old and elaborate is our civilisation and how dense our population to the square mile, in that you shall drive for days together in the rural districts of England and not pass an electric vehicle. Nevertheless the products of those sixteen manufacturers are sold for use on our thoroughfares. That there has been an ample manifestation of vigour and courageous enterprise is proved by the fact that, whereas we have no fewer than seventy-eight builders concerned with passenger motor-car production in the current year, on the eve of the Great War when Europe was at its most prosperous and this now war-impaired country was the richest in the world, we had only forty-seven builders of private cars. During a decade, too, the builders of coachwork have increased from fifty-seven in 1914 to no fewer than 100 to-day; while manufacturers of components have increased in numbers from fifty-five to 118. Few people realise that against a total of about 13,000 vehicles built in Great Britain in 1913, according to the latest information the output per twelve months nowadays is some 80,000, representing the direct employment of upwards of 250,000 men. The last figure reveals why British cars are very different from those built in certain other countries. Many of our designers call for the use of skilled labour in plenty; the number of men employed reveals that labour is not grudged. (To be continued).

DISPENSE with RICKSHAS AND MOTOR BUSES.

You'll lose nothing on time—you'll gain in punctuality and all this at less cost than Richsha or Bus fares. Its worth considering in Hongkong or Kowloon.

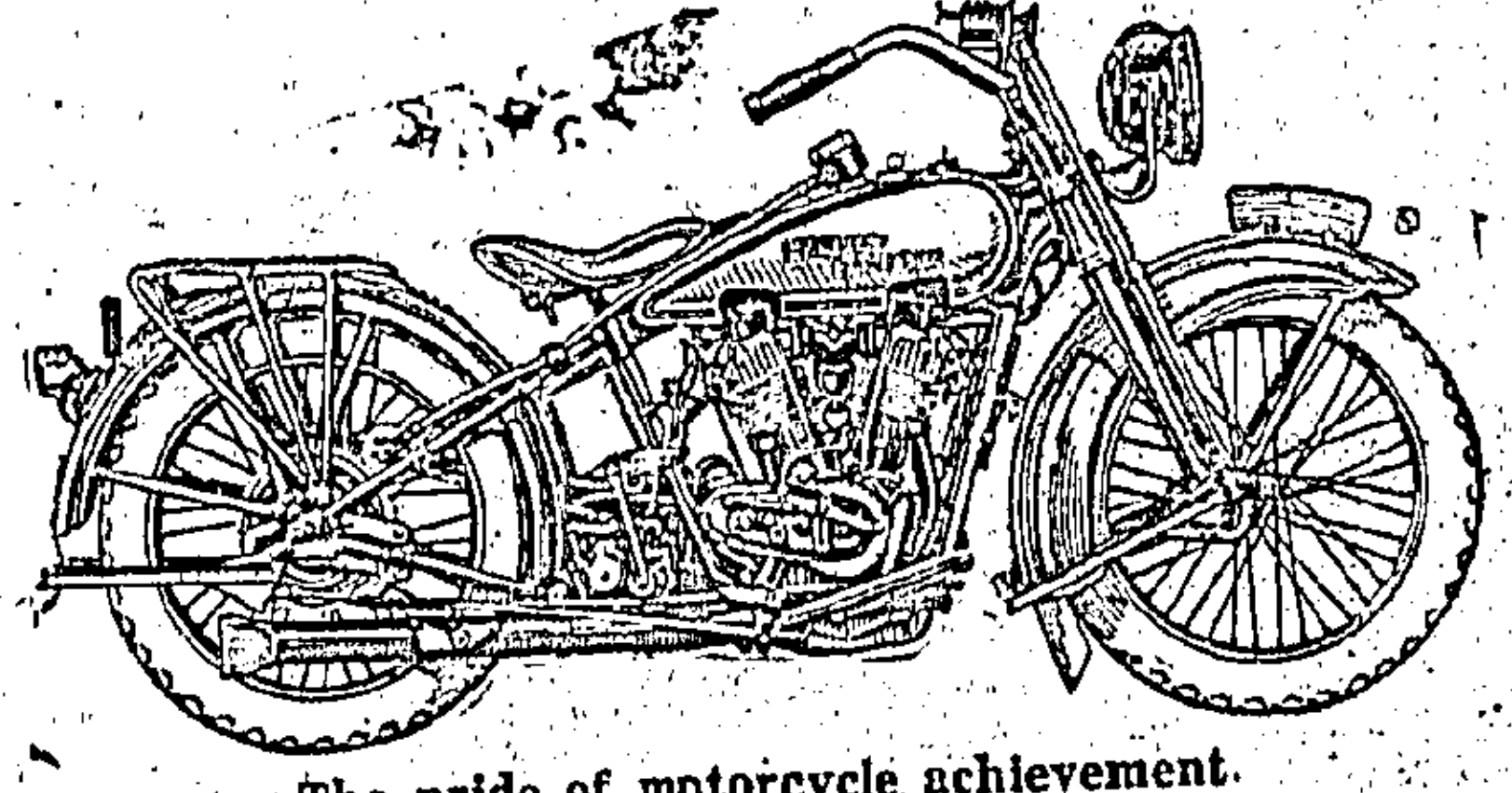
The mighty miniature in your garage ensures satisfaction and provides economical and reliable transportation.

£169.0.0.

SOLE AGENTS FOR:

THE "AUSTIN SEVEN"
Alex. Ross & Co. (China) Ltd.

THAT'S IT—THE 1925 HARLEY



The pride of motorcycle achievement.
A new machine at a new price.

Model 61—Standard equipped with magneto, presto-light, lamp, luggage carrier, pump, tools horn, and speedometer, ready for the road.....\$775.00
Model 74—Standard equipped same as above.....\$825.00
Model 61—Electric. Ready for the road.....\$825.00
Model 74—Electric. Ready for the road.....\$875.00
Sidecar, Single passenger.....\$240.00
Sidecar, Double passenger.....\$300.00

ASK ME TO POINT THE 27 NEW IMPROVEMENTS.

GASCON'S MOTOR HOSPITAL.

2, Kwong Wah Road (opposite the Steam Laundry) Kowloon. Phone K. 1242.
Note.—Don't let the cost trouble you if you cannot afford to pay cash, come in and see me to arrange payment by instalments, easy and within reach of everybody who is craving for real life in the open this Summer.
So don't wait until To-morrow for it may be too late, only a limited number of machines will soon arrive as first shipment. Come and let me have your name. First come first served.

A. GASCON.

AGENT FOR THE NEW 1925 HARLEY DAVIDSON.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by
THE EUROPE-ASIA
TRADING CO.
China Building

Ask To See The Balloon Tyres.

MOTOR NEWS FROM GREAT BRITAIN.

(BY THE R.A.C. CORRESPONDENT.)

The motor industry cannot claim any great antiquity, but several firms originally formed specially to build motors of one kind or another have now passed the age of twenty-five years. Thus, for instance, the Albion Motor Car Company, of Glasgow, celebrated its semi-jubilee last December, having started from a small beginning in 1899 and attained a firm position among the leading commercial vehicle manufacturers of the world. Among motor cycle manufacturers, Messrs. H. Collier and Sons, of Plumstead, built their first Matchless cycle in 1899, and when a historical exhibit was arranged at the last Olympia Motor Cycle Show a Matchless built in 1902 was staged, having been purchased from the original owner who was still using it for everyday service. The firm would very much like to find the original 1899 machine, in which the engine was mounted over the front wheel.

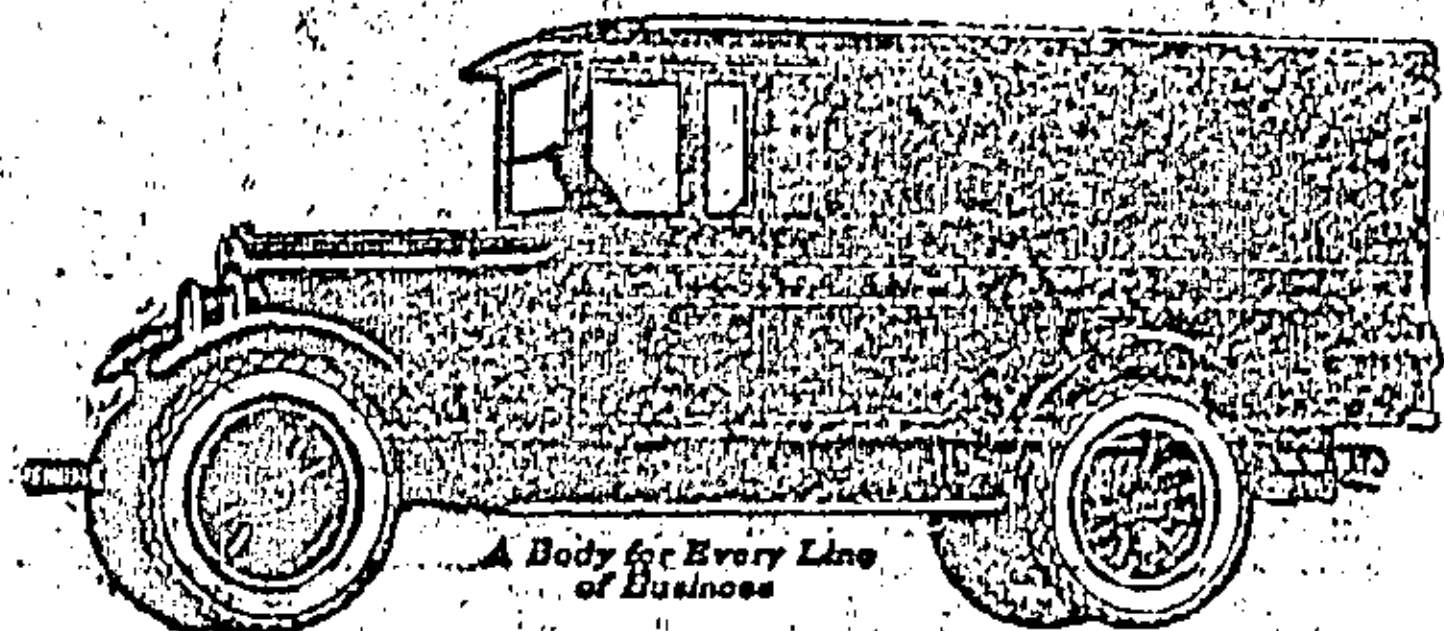
Firms which came into the motor industry from the cycle industry have, of course, much older records. It was in 1869 that the first British bicycle was built in the Chylesmore Works of the firm which is now known as Messrs. Swift of Coventry. Recently this firm received punctually a letter which was merely addressed "To the oldest established motor cycle manufacturer, Coventry." It had reference, I believe, to the renovation of a lady's tricycle some thirty years old but still in serviceable condition.

"FLOW" PRODUCTION V. "MASS" PRODUCTION.

While in industrial matters age implies experience, it does not necessarily imply efficiency or willingness to adopt the very latest methods or machinery. In this respect the British motor industry as a whole was at one time open to criticism. Great changes have, however, been made since the war, and it is at least doubtful whether some of the British factories cannot now claim to be absolutely on a level with the best American factory organisations.

In a recent paper read before the Institute of Automobile Engineers by Mr. Woollard, the General Manager of Morris Engines, which are built in great numbers at Coventry for the Morris-Cowley and Morris-Oxford cars, one remarkable development foreshadowed was that of meals served by a moving conveyor track in a workman's canteen. In comparing British with American methods, Mr. Woollard pointed out that the British ideal is "flow" production rather than "mass" production.

"Flow" production means that all components of an assembly are kept continually moving in the same direction from machine to machine, the work being timed accurately so that a steady stream of material, gradually evolving from its raw to its finished state, is obtained. One machine in the factory of Morris Engines Limited weighs over 300 tons and incorporates over fifty working stages where different operations are carried out. The work passes from face to face by pneumatic hoists and never touches the floor between its arrival as a rough casting and its completion. The machine delivers a finished engine every four minutes, and the result of the adoption of "flow" production as applied to the Morris engines is a saving of approximately 50% in space and in power used and not much less than 50% in labour. The factory is at present working twenty-four hours a day in three shifts, each shift having a half hour break for a meal, necessitating the service of hot food by means of a moving conveyor.



Proof of Merit

Its record in past years, in 343 different lines of business, stands as indisputable proof of exceptional merit—and this year it is an even better truck than ever before!

1 Ton Chassis, G. \$1.55. 1 1/2 Ton G. \$1.760 delivered.
THE DRAGON MOTOR CAR CO., LIMITED.
33, Wong Nei Chung Road. Happy Valley.

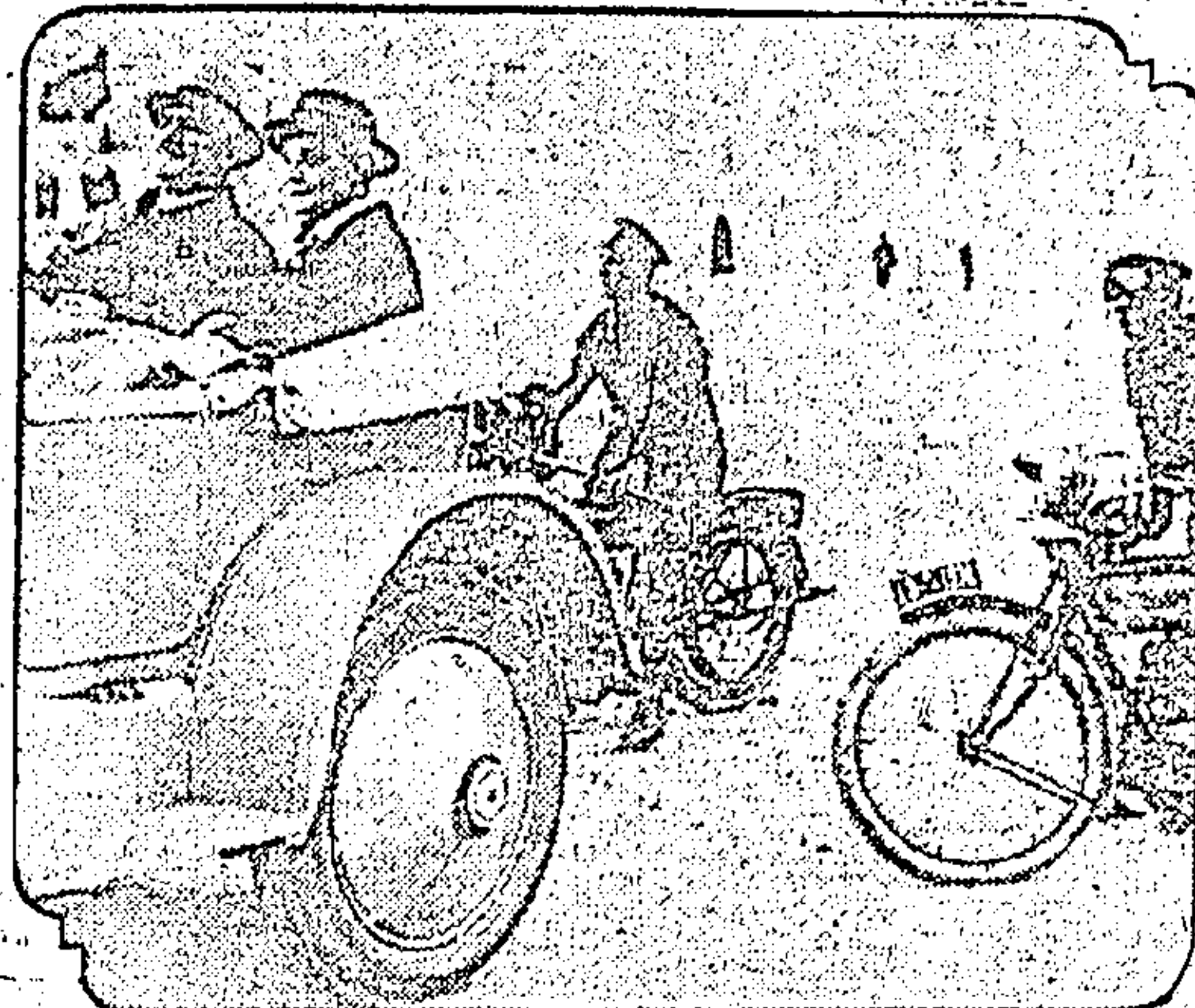
GRAHAM

BROTHERS

SOLD BY
DODGE BROTHERS
DEALERS EVERYWHERE

TRUCKS

MOTOR CYCLE ESCORT.



Lord Allenby, British high commissioner for Egypt, is under constant protection of motorcycle troopers when he ventures abroad, as this picture, taken in the shadow of the pyramids, shows.

1925 STUDEBAKERS.

POPULARITY OF NEW MODELS.

Sales and registrations figures in the United States indicate that the new Studebaker models have struck an exceedingly responsive chord in public favour. Following the announcement that their October sales exceeded in value those of all other American automobile manufacturers except the Ford Motor Company, Studebaker now announces that their November sales for 1924 were 33 per cent. greater than the corresponding month of 1923, and 47 per cent in excess of November 1922 sales.

In New York—a city in which approximately 100,000 new automobiles will be sold in 1924—Studebaker registrations for November were exceeded only by Ford. In California—a State in which the trend of Automobile buying is always watched with interest—Studebaker registrations for October and November have led all other six-cylinder makes. During each of these months, Studebaker registrations have shown over 200 cars more than the next six-cylinder make.

Nor has the sales activity of this concern been confined to the United States. Studebaker shipments abroad during November were greater than any other month in history showing a gain of 49 per cent. over November 1923 shipments. The shipments from the factory to export markets simply reflect a demand from Studebaker dealers for the new Studebaker cars. But figures show that this demand is based on consumer buying.

In Honolulu, Hawaiian Islands, the Studebaker dealer established an unprecedented record in that territory when 45 new Studebakers were delivered in a period of ten days. In Rio de Janeiro, the capital of Brazil, where Studebaker registrations have exceeded all other makes—including Ford—for nearly three years, sales have received still greater impetus through the arrival of the Studebaker models.

Features of the New Studebakers which are undoubtedly contributing to their success, are the Duplex body, combining open car freedom with closed car comfort; the handsome new body lines; the increased power; the new force feed oiling system; the optional hydraulic four-wheel brakes; and the host of body refinements, many of which have never been shown before on any other cars.

FOR TEN YEARS-DEPENDABLE

Exceptional dependability has been a characteristic of Dodge Brothers Motor Car since the day the first of these sturdy cars was marketed.

Not once in a decade has it failed to uphold and enhance its reputation for faithful performance.

The reason for its consistent goodness and continued betterment points directly back to the ideals of the founders.

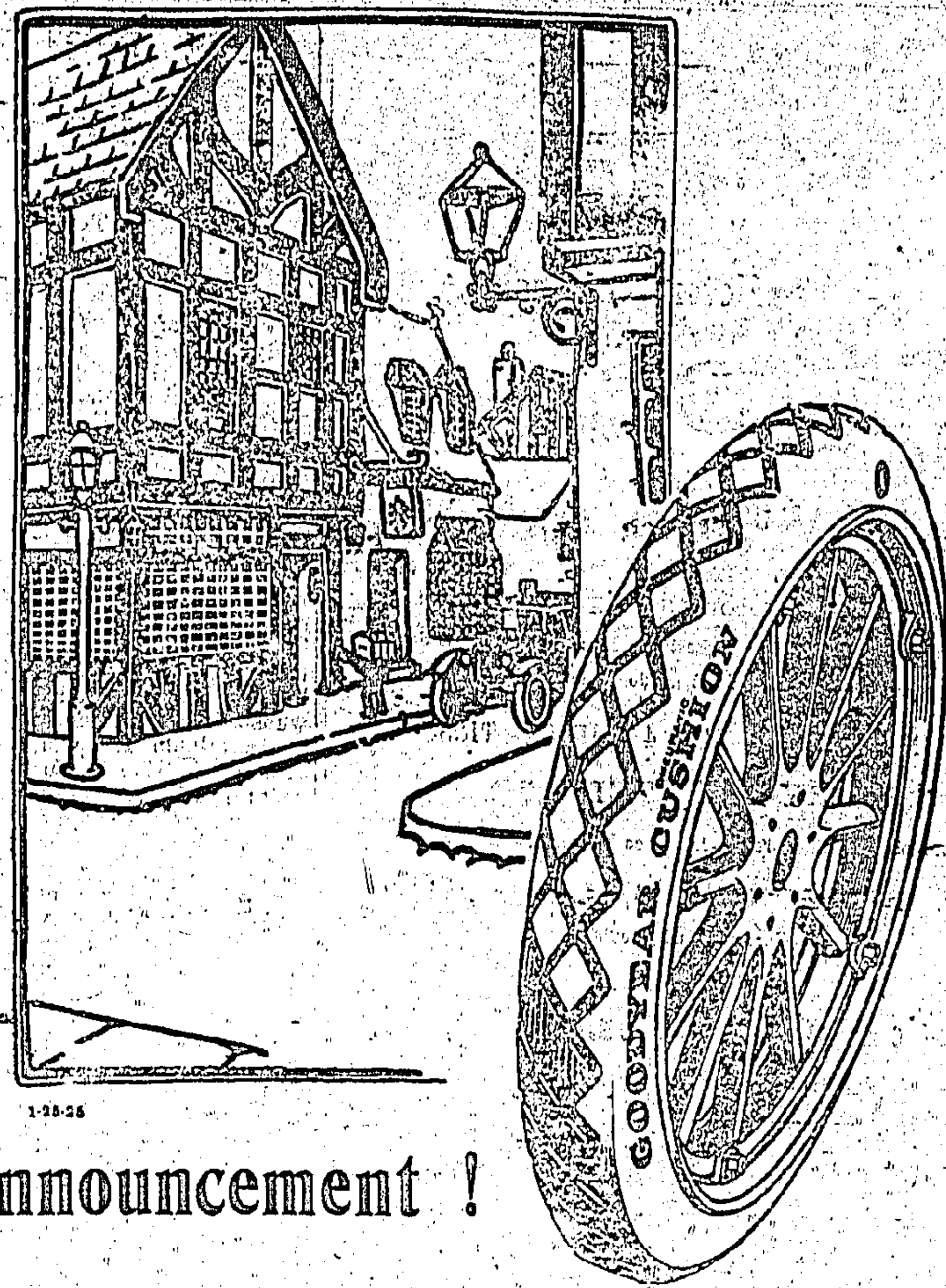
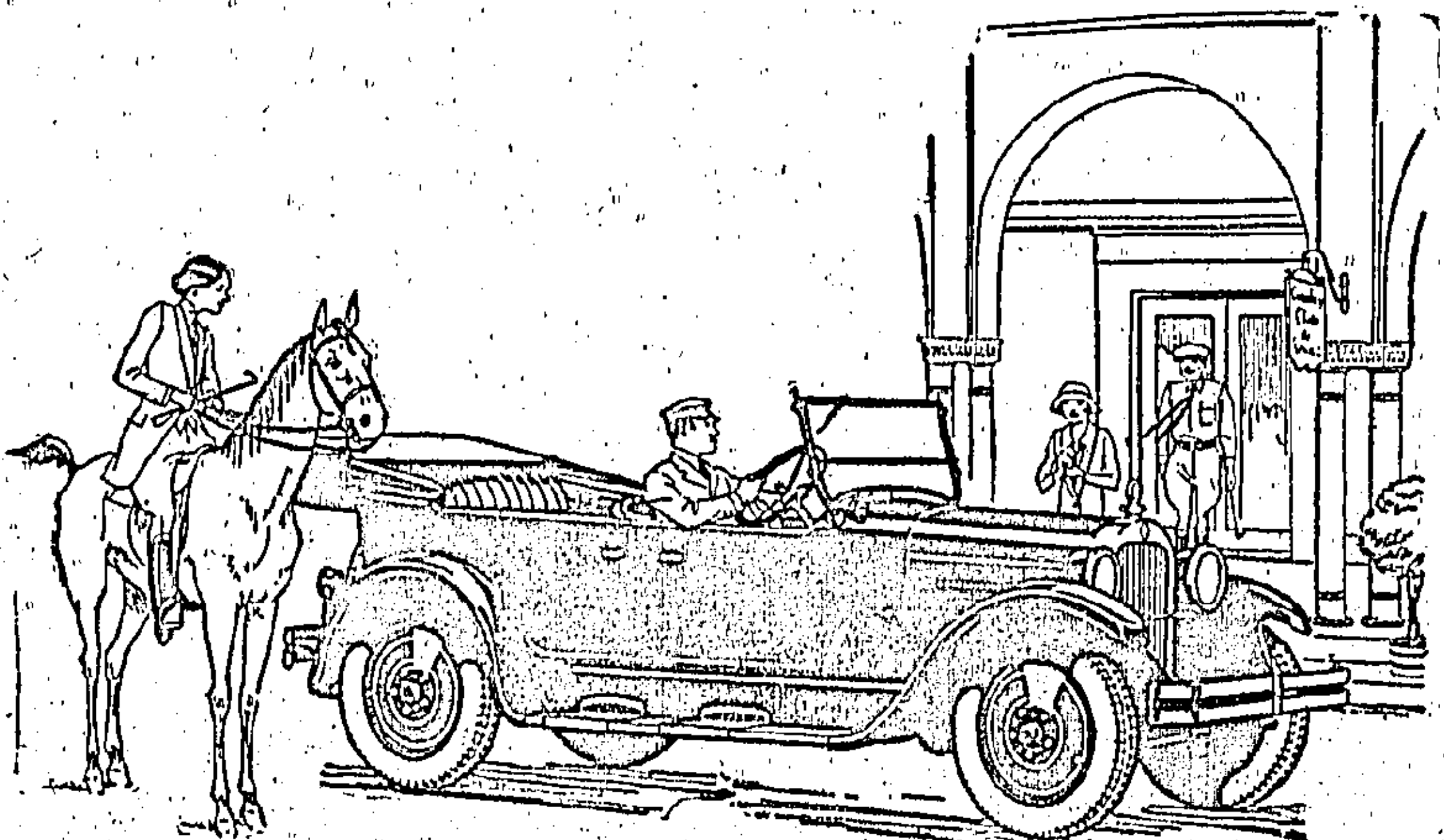
Instead of fluctuating between an endless series of annual models, they determined to concentrate on the perfection of a single chassis.

Dodge Brothers Motor Car to-day is the embodiment of that ideal—an ideal that will endure as long as the institution itself.

DODGE BROTHERS

THE DRAGON MOTOR CAR CO., LIMITED

33 WONG NEI CHUNG ROAD HARRY VALLEY



Announcement!

Another Goodyear Creation

The New Goodyear Pneumatic Cushion

Demountable Tyre --- 30 x 3 1/2

Operators of light commercial vehicles will welcome the announcement of this new tyre.

For a long time they have needed, for swift-moving, punctual service, a tyre that would perform with absolute dependability.

One that has maximum cushion. One that lasts many thousands of miles. One that, above all, provides freedom from all kinds of tyre trouble.

Rugged as a solid, and almost as resilient as a pneumatic, is this new Goodyear Pneumatic Cushion Tyre.

It cannot puncture—easy to apply—high profile—light in weight—built on a solid steel base—these are several of its attractive features.

It has the Goodyear patented hollow centre, the deep-cut All-Weather Tread and is made of a special new Goodyear rubber compound that is extra resistant to abrasion, kerb and rut wear.

Call on your Goodyear Dealer immediately to see if you can use the new Goodyear Pneumatic Cushion Demountable Tyre in your service. If you can, you have found the tyre you want, for it assures thousands of miles at low tyre cost per mile.

Cross section of
the new Goodyear
Demountable
Pneumatic
Cushion Tyre



Note the thick
tread and hollow
centre which provides maximum
cushioning.

GOODYEAR

PNEUMATIC CUSHION TYRES

MADE IN CANADA.

DISTRIBUTORS: ALEX. ROSS & CO. (CHINA) LTD.
BANK OF CHINA BUILDING, HONGKONG.

DRIVE IN

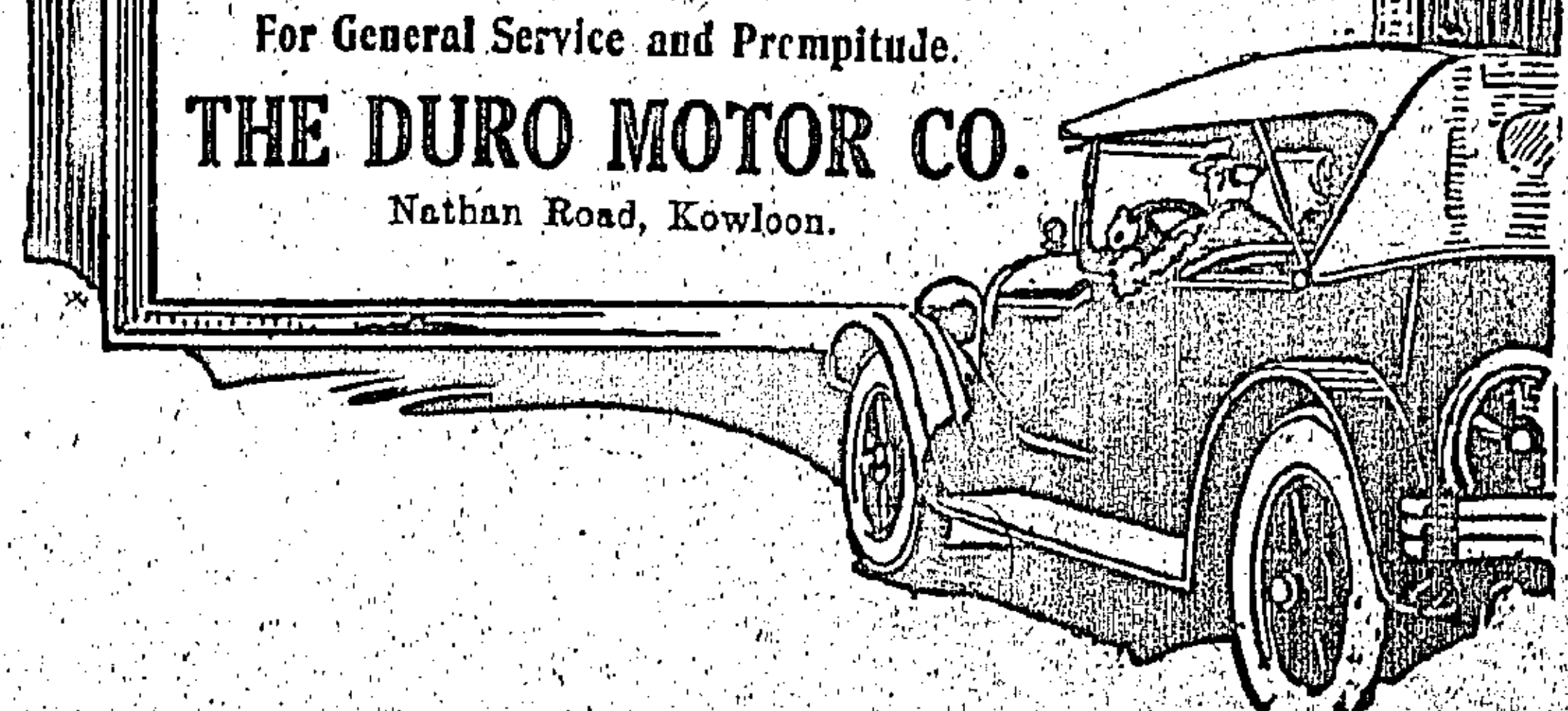
To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltored.

TO HIRE A GOOD CAR --- Phone K.226.

For General Service and Prempitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.

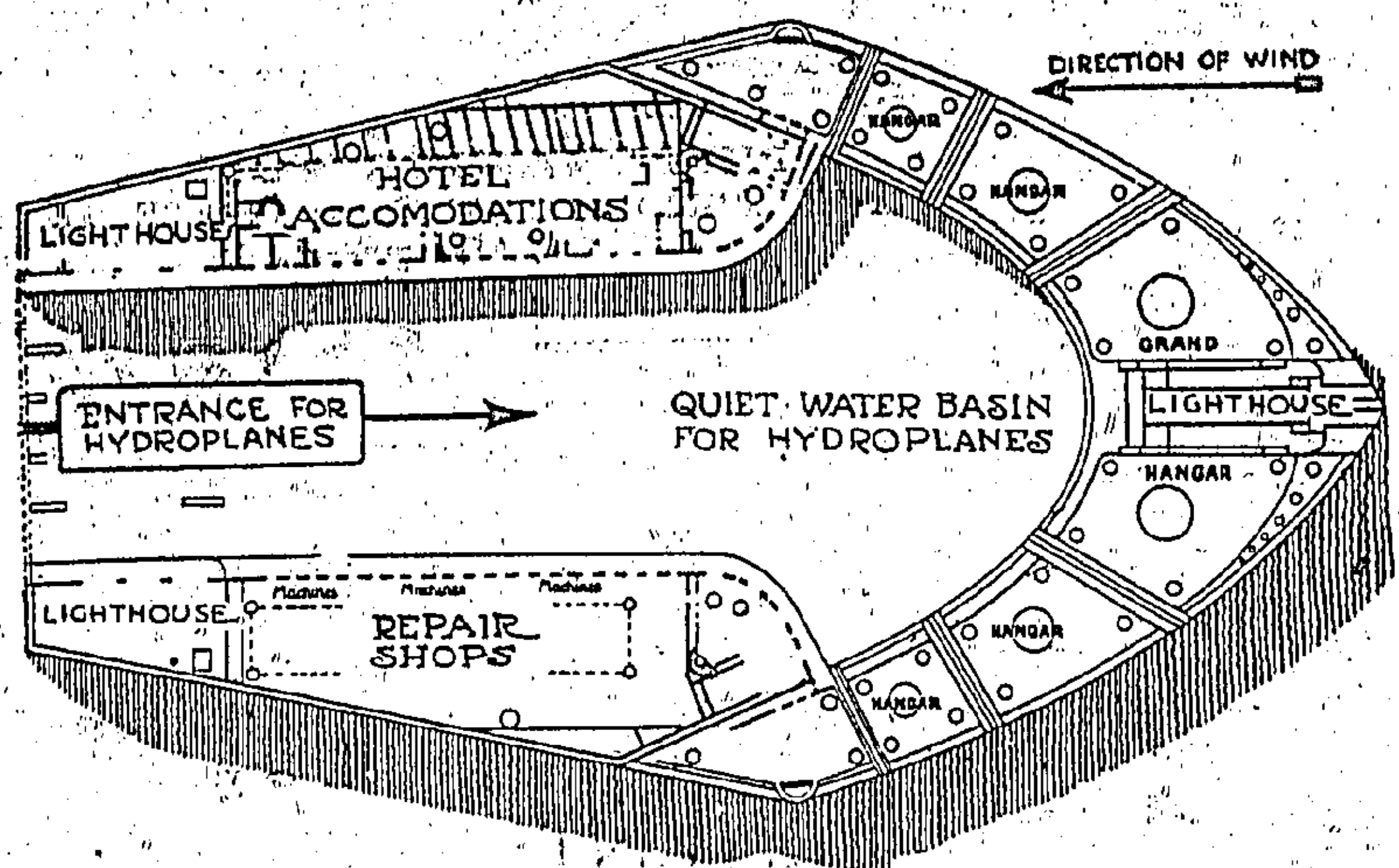


FEATURES FOR THE FAMILY

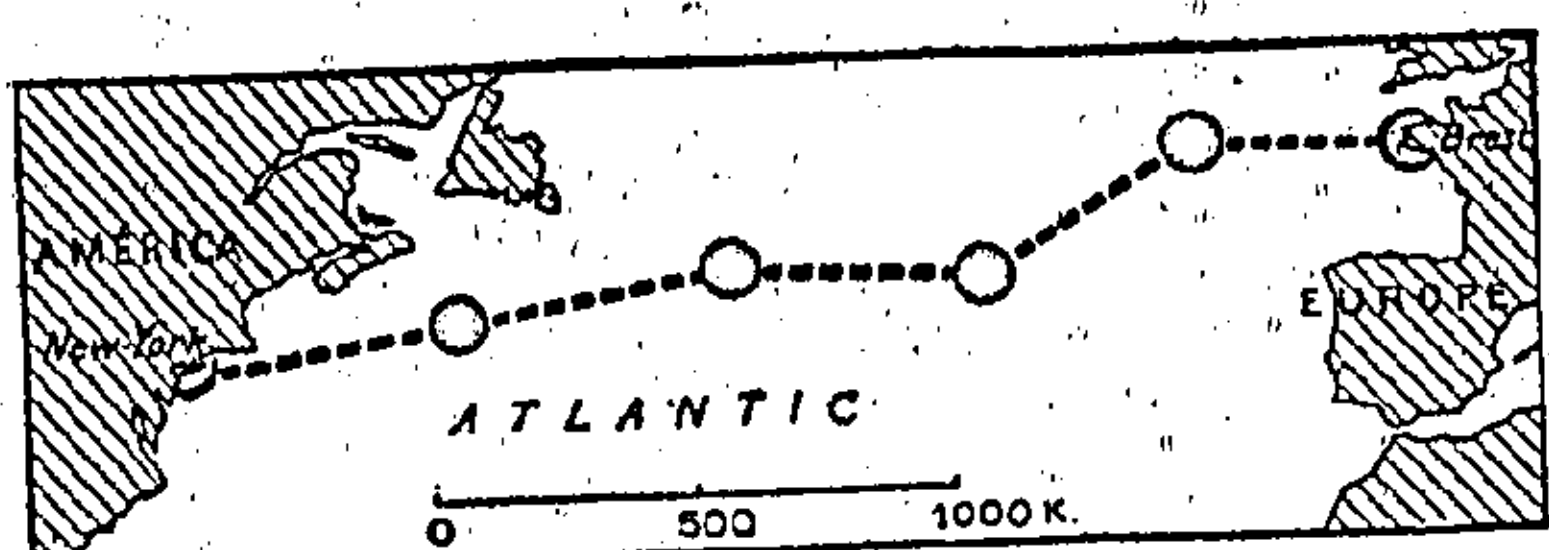
HONGKONG TELEGRAPH, SATURDAY, 25th. APRIL, 1925.

SPANNING THE ATLANTIC.

French Idea of Floating Islands.



Above is a sketch of one of Henri Defrasse's proposed floating islands which he thinks will render practicable transatlantic passenger and mail flights by hydroplanes. On the right is a sketch showing how four of these floating islands would be stationed in the Atlantic at intervals between Brest, France, and New York.



Paris, March 28.—Four floating islands each costing \$12,000,000 (gold) and equipped with hangers, repair plants and hotels—this is Henri Defrasse's vision of what is needed to make practicable and easy a regular hydroplane service between Brest, France, and New York. Moreover some of the best minds in France have put the seal of approval upon the dream of the young architect, because he has been awarded the first prize by the Institute of Science for his plans.

Defrasse proceeds upon the assumption that the hydroplane is the air bus of the future, so far as rapid transit across the Atlantic is concerned. And he at once reckoned it out that in the present state of things it would be very difficult to make the crossing in one sustained flight if the machines were to carry passengers, mails and freight. Accordingly, he thinks the thing to do is to construct floating islands of reinforced concrete. The side turned toward the direction

of the wind would have a prow like a ship. The opposite end would be open to the water of the sea. The sides would be protected by reinforced barrages. He does not think it would be possible to anchor such a structure and outside the high waves. So he thinks the best thing to do would be to let it float like a ship and to keep it going by means of huge propelling machines. In this way the prow could always be turned in the direction of waves, so that the

rear end, which was open, would always have comparatively calm water in which the hydroplanes could descend.

In the prow and at each of the horseshoe ends there would be powerful lighthouses for guidance of hydroplanes coming along in the dark. The prow part would be plentifully supplied with hangars.

One of the horseshoe sides would have machine shops for the repair of any parts that got out of whack in the transatlantic air buses. The other horseshoe side would have dining rooms, lounges and sleeping rooms for the passengers where they would get all the comforts of a modern hotel in case of delay to flight.

His figures show that the island would be 500 feet long and about 250 feet long and about 250 feet broad. The inner basin of quiet water would be 330 feet long by 100 feet broad. It would thus afford ample room for alighting or departing hydroplanes.

Defrasse also figures that the dimensions of the island would be such as to avoid any very great or unpleasant rocking by ocean swells so that seasickness would not be one of the things that disembarked passengers and crew would suffer from.

A company owning and constructing such a series of islands would, of course, have to maintain a service by steamship which would carry the bulky supplies that the islands needed, such as coal, oil, machinery, food supplies, etc. Fresh water supplies could be secured by distillation of sea water. The islands would all be supplied with powerful wireless stations which would thus be in touch, not only with the air buses, but also with France and America. The temporary guests at the hotels on any of the islands would be able to keep posted on everything going on in the world.

SPORTS PARS.

Interesting World Items.

Some referees are not in favour of their linesmen being equipped with different coloured flags, usually one red and the other white. They maintain that the most important point for spectators is to know at once when the flag is waved. In this respect the red flag is considered a handicap rather than a help.

Desperate finishes such as that between Falkner and McConachy are rare in first-class professional billiards championship finals. In the amateur final of 1912, however, Major H. L. Fleming lost to H. C. Verr by 7 points. He is the only player to have been runner-up three successive years—1910-11-12.

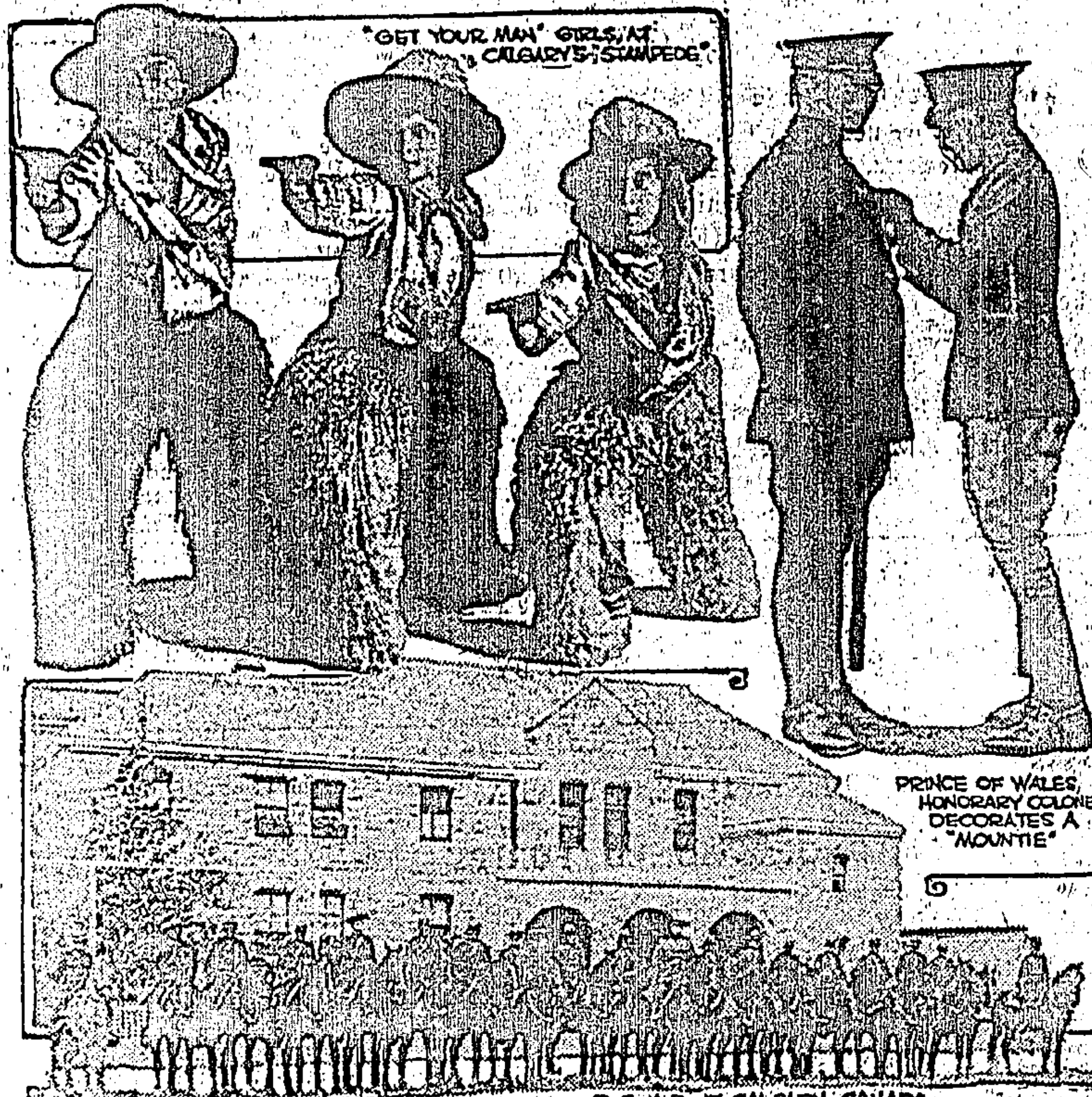
Kenneth C. M. Hands, who played for South Africa against Mr. Joel's team, is the younger brother of Major Philip A. M. Hands, who was a member of the Springboks' side which toured this country last summer. The brothers are the sons of Sir Harry Hands, who was at one time Mayor of Cape Town.

H. R. Alderson, who died suddenly at Hartlepool recently aged 58, was in the late '80's and early '90's a famous Rugby player. He played six times for England. Standing over 6 feet high, he had a wonderful pair of hands and great pace, and was a most difficult man to stop. Both in 1891 and 1892 he captained England. At the time of his death he was Principal of the Henry Smith School at Hartlepool. It was a son of his who played cricket for the Carlton.

The secretary of the Irish Rugby Union, C. F. Ruxton, declares it is nonsensical to say that there is any estrangement between the English and Irish Unions in regard to money matters concerning the "All Blacks" tour. An agreement, he says, was entered into between the Unions in connection with the matches in Ireland, and that agreement has been carried out. There the matter rested.

CANADIAN JUBILEE.

Big Doings at Calgary in July.



If it be true that "practice makes perfect," then Calgary's 1925 Exhibition, Jubilee and Stampede to be held July 6th to 11th, commemorating the arrival of the Northwest Mounted Police, now known as the Royal Canadian, and the building of Fort Calgary in 1875, bids fair to be Canada's red-letter year. The Prince of Wales is honorary colonel of this fine body of men, 10 fine mules, drawing 8 big freight wagons each containing three tons of wheat. Slim will participate in 1925's Stampede out-did all former efforts and the crowds attending were the biggest ever; a paid attendance of 38,000 was the daily average. One of the unique attractions last year was that of a long team of horses and mules driven by Slim Morehouse, a veteran freighter, who has handled reins since he was six years old. The team consisted of 22 horses and 10 fine mules, drawing 8 big freight wagons each containing three tons of wheat. Slim will participate in 1925's Stampede with a bigger outfit, driving 36 horses hauling 10 wagons. Besides bucking, roping of wild cows, calves and steers, milking wild cows and many other cowboy stunts, there will be 250 thoroughbred race horses to participate in the five-day meet. Chuck wagon races, demolition races with well known ranchers as drivers will be daily events; while automobile races with the world's fastest drivers at their wheels, will provide extra thrills on Saturday, July 11.

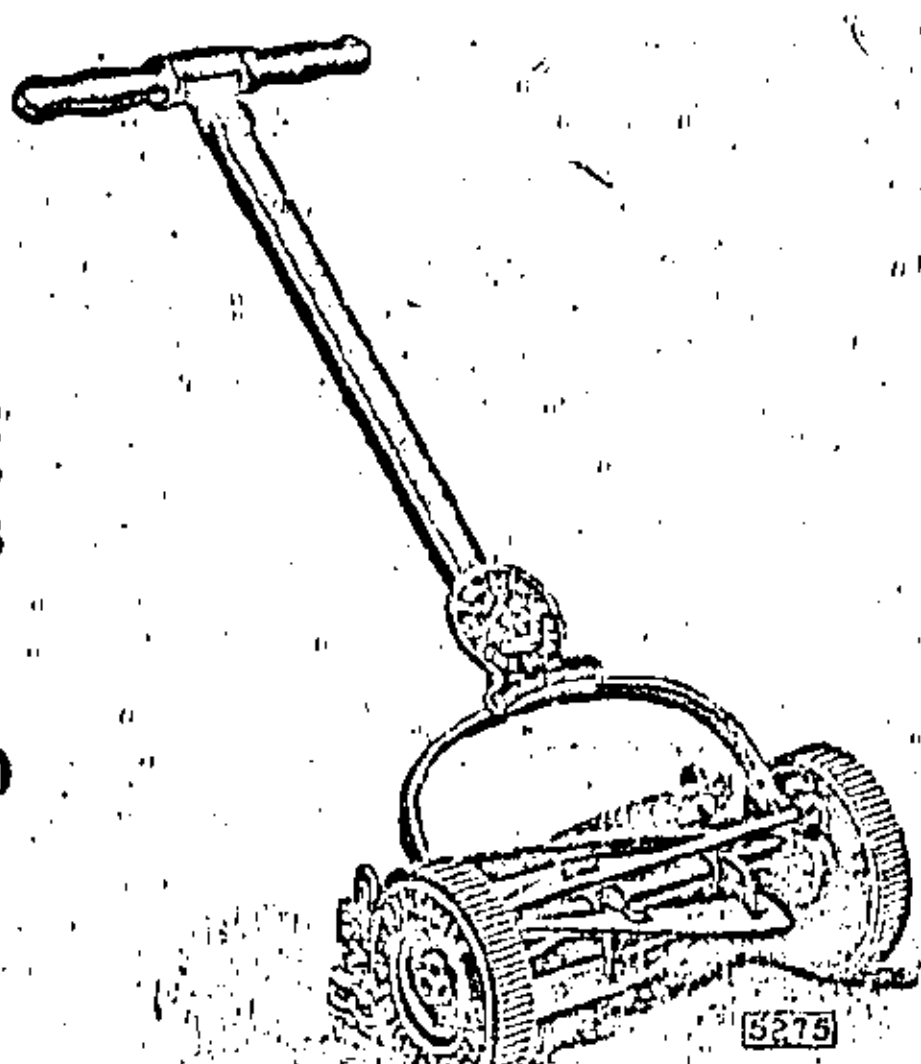
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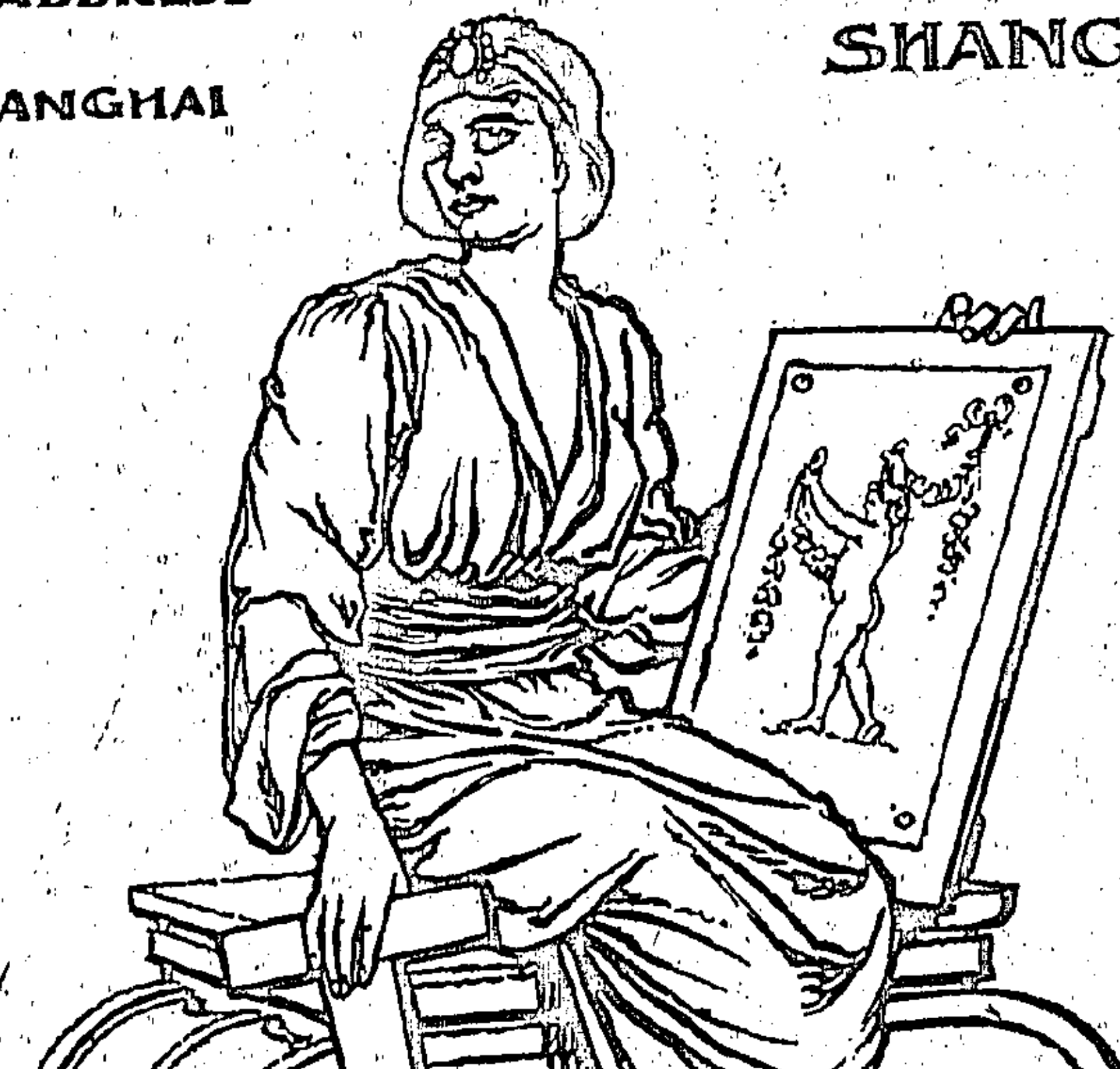
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LET'S GO TO THE STAR!

Radio Notes & News.**Broadcasting Progress: Plans for Rapid Development.**

On Sunday Paderowski will play a selection of pianoforte pieces specially for the benefit of British broadcast listeners, said a recent issue of the *Times*. At the end of next year the licence granted to the British Broadcasting Company expires, and within a year from now new legislation will have to be introduced. These facts are worth taking together, for the performance to be given by Paderowski is the direct outcome of the policy of the B. B. C. which has already aroused a certain amount of criticism and may be used as a lever against the company at the end of next year by the interests which are anxious to make sweeping changes in the system of broadcasting in this country.

One of the criticisms made against the programmes is that they are above the heads of the general body of listeners, and it is suggested that what is wanted is a kind of wireless variety programme. On the other hand, those who provide the programmes maintain that the possibilities for good and evil of the new medium are so enormous that some arbitrary line must be drawn below which no broadcast entertainment should descend.

That is the present position of broadcasting in this country. Already various interests are taking steps to try to break up the monopoly, which in its present form will only endure until the end of next year. This monopoly belongs to the B. B. C., which supplies the needs of 1,250,000 licensed listeners. What is suggested in its stead? There are some who wish to commercialize the system, giving the entertainment side to the theatre and concert industries; allowing the stores and manufacturers to act independently, and leaving the purely educational side to a weakened semi-official service. There are also advocates of a purely State service, of which there is an example in the United States, where it does not seem to have been strikingly successful. There are others who think it would be best to retain the present monopoly, but to recast the present board of directors so that the public character of the service should be more specifically recognized. The introduction is suggested of three public trustees besides the chairman. It is even suggested that this change should take place earlier than the end of next year, and these several expedients will no doubt be explored when the Wireless Bill comes up for discussion in a few months' time. The last compromise seems the most satisfactory of the suggested schemes, especially if the theatrical interest can be brought to work more closely with the Broadcasting Company. Within the last few weeks great strides have been made in this direction, and the establishment of good will between the two interests ought to make the British broadcasting system as efficient as any in the world, even under the monopoly.

BOLD OUTLOOK.

The B. B. C. is making bold plans for future development, and whether they are carried out by the company or by some new organization they can hardly fail to become generally effective within a few years. The company lays stress on the fact that it has aimed throughout at placing its service on a democratic basis. Twenty-one main stations have been built; 80 per cent. of the population is now within "crystal" range of one or other of these, and 35 per cent. benefit from an alternative service. The B. B. C. is now attempting to increase the first proportion to 100 per cent. and the second as far as possible. There is still, too, a good deal to be done to guarantee that the disturbances recorded by simple receiving sets are a faithful copy of the original sound. There is to be further expenditure on research in this direction. The B. B. C. has already spent £100,000 on transmitting apparatus. It is also realized that the future development of broadcasting lies partly in giving listeners a reproduction in sound of events which take place outside the studio.

If an agreement is reached in the negotiations between the entertainment industry and the B. B. C., programmes will be considerably strengthened and there is likely to be a great

development of the "radio-drama," for which a new school of writers is gradually arising. The B. B. C. is steadily trying to improve the quality of its music without neglecting those who demand a reasonable amount of dance music.

After these detailed improvements have been made the next big step will be the international development of broadcasting. There is great need of a new international convention to arrange an equitable distribution of wavelengths and power for all stations with an international range, and the B. B. C. is trying to get the various Governments to move in this matter. There is, however, some reluctance to take steps in advance of the International Wireless Conference already arranged for Washington in 1926.

Eventually, too, and possibly within 20 years, it is confidently anticipated that "television," or the transmission of colour and visual images, will be as common as wireless telephony. What, however, is going to happen in 20 years does not concern the public so much now as what has happened within the last few years and what is going to happen at the end of next year. Already it is estimated that, including the listeners on unlicensed sets, 2,000,000 people a day listen to the concerts provided by the B. B. C. and each day the programmes that are put before them are not allowed to fall beneath a certain artistic level. The effect on general culture is bound eventually to be enormous, and as the listeners increase so will the responsibility of those who make up these programmes. For this reason it is hoped that, whatever happens at the end of next year, the broad principle that the programmes shall never be allowed to fall below a certain level will be strictly followed.

WORD PUZZLE—IN GERMAN.
Competition Broadcast—Prize, a Mediterranean Trip.

The Hugo Stinnes lines of Hamburg have decided, according to the Berlin correspondent of the Exchange Telegraph Co., to start a word-puzzle competition, to be sent out from German broadcasting stations on a certain day, the winner to receive a free trip in a Stinnes steamer in the Mediterranean.

A special committee of the German Broadcasting Association has been appointed to consider the question of an international language for broadcasting.

WIRELESS IN THE SCHOOLS.

Exhibition by the Schools Radio Society.

An exhibition of wireless apparatus made in London County Council and other schools was opened last month at the Beaufoy Institute, Princes-road, London.

Although wireless has not been officially recognised by the educational authorities as a subject for study in schools, considerable encouragement has been given, and no opposition has been put forward. In order to co-ordinate the work now being done unofficially, and to stimulate interest in wireless, which it is claimed has done much to increase the popularity of science subjects in the curriculum, the Schools Radio Society has been formed.

The exhibition yesterday was the first organised by the Society, and the apparatus shown was sent from the school wireless clubs that have joined the Society. Mr. Smill, of the Education Department of the L.C.C. wished, on behalf of the authorities, success to the movement. The educational value of broadcasting, he said, had not yet been fully explored, and there was a great deal to be done in the future.

The exhibits vary from crude crystal sets made as far back as 1921, to the latest valve sets of all descriptions. One set, the "Polyversal Cabinet," designed by Mr. T. Francis Barrett, a member of the staff of the Beaufoy Institute, has seven valves, and embodies over fifty circuits.

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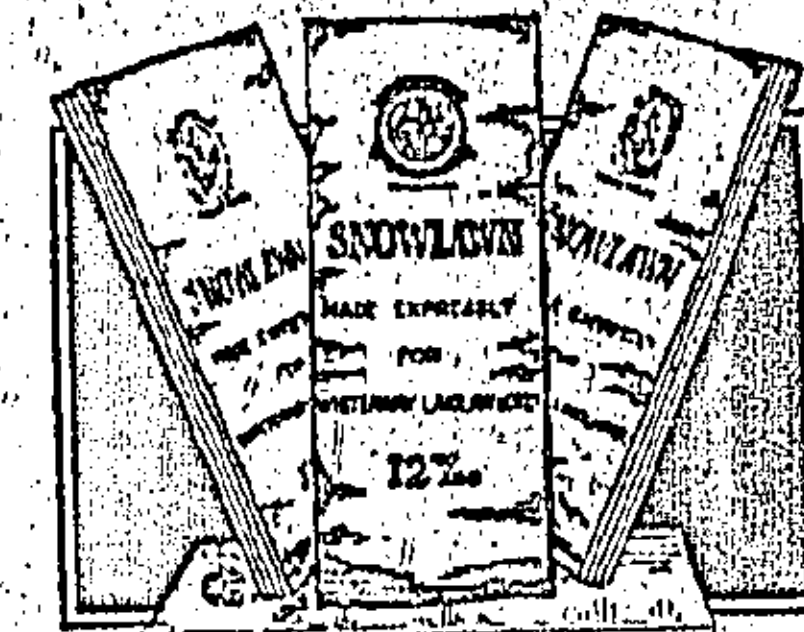
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A CURRENT MISCELLANY.

Cleanings From Our Exchanges.

Over a dozen national conferences of varying importance are to be held at Brighton during the year. The biggest of these is that of the National Union of Conservative and Unionist Associations to be held in October, of which Mr. Gerald Loder, a former M.P. for the borough, is the president. Even at this early stage, preliminary arrangements for the Conference are being made. The first important gathering of the season was that of the Institute of Handicraft Teachers, which was held at Eastertide. Among the speakers Sir Joseph Cook, High Commissioner for Australia, and Sir John Cockburn, late Minister of Education for Australia. Concurrent with the Conference, a special course of study for handicraft teachers was arranged at the Municipal Training College. The services of the Brighton Electric Railway, which runs along the sea front from the Palace Pier to Black Rock, are now extended by an auxiliary fleet of cars, which will convey passengers from Black Rock to the heart of the Downs lying beyond the main Brighton-Rottingdean road.

An ancient street in the old-world town of Wendover which nestles at the foot of the Chiltern Hills in Bucks, is to be renamed. Hitherto known as Back-street, it will shortly officially assume the new and more dignified name of "Premier." During his Premiership, and whilst spending a week-end at Chequers, Mr. Ramsay MacDonald was observed one afternoon quietly exploring the beauties of Wendover. He chanced to direct his course through Back-street, and was quickly recognised by an observant tradesman. Without much ado the tradesman approached the Premier and succeeded in shaking him warmly

by the hand. Mr. MacDonald had scarcely left before that particular thoroughfare had already assumed, at that time unofficially, its new proud title.

Prime fish from the Canadian coast and from Nova Scotia can be sold in England at a lower price than is now paid by housewives. This statement was made by Major Hugh A. Green, former

ly "Fish-monger-General," or Controller of Fish Supplies to the Canadian Forces, at a luncheon at the Savoy Hotel recently. Steam trawlers from Halifax, Nova Scotia, said Major Green, caught in two days more fish than ten trawlers out from Grimsby. One boat caught 50 tons of fish in 24 hours. Grimsby trawlers did not bring back as much after a month's cruise off Iceland.

RECENT NAVAL WEDDING.

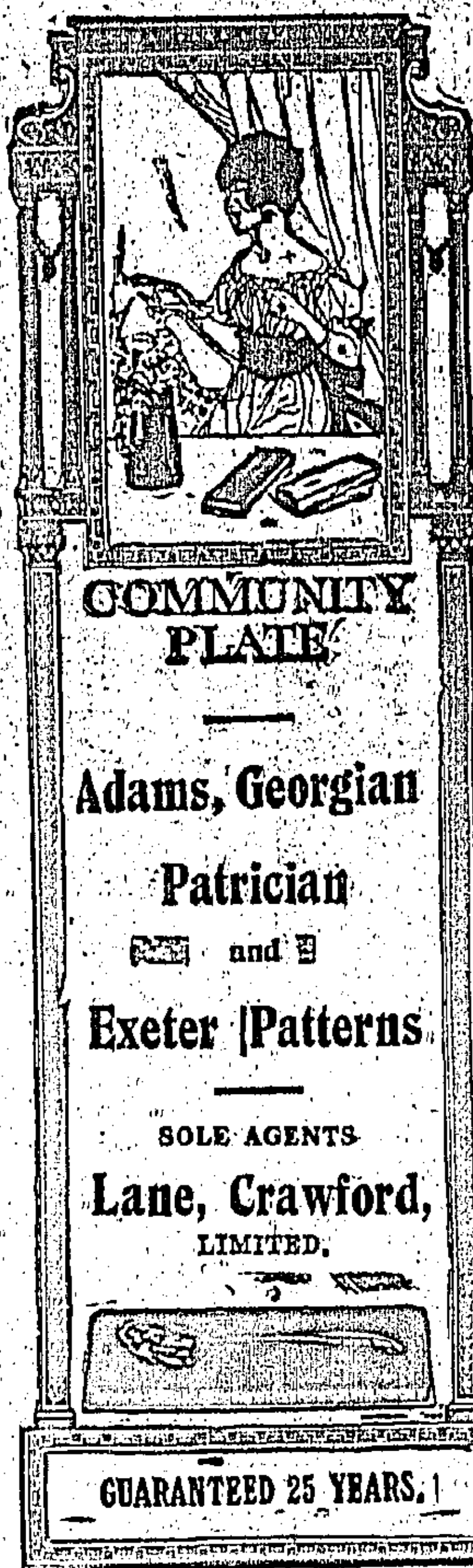


Here Lieut.-Comdr. Ronald Leeds, R. N., is seen leaving the Peak Church with his bride (Miss Betty Dawson) after their wedding on Wednesday. (Photo: Ming Yuen).

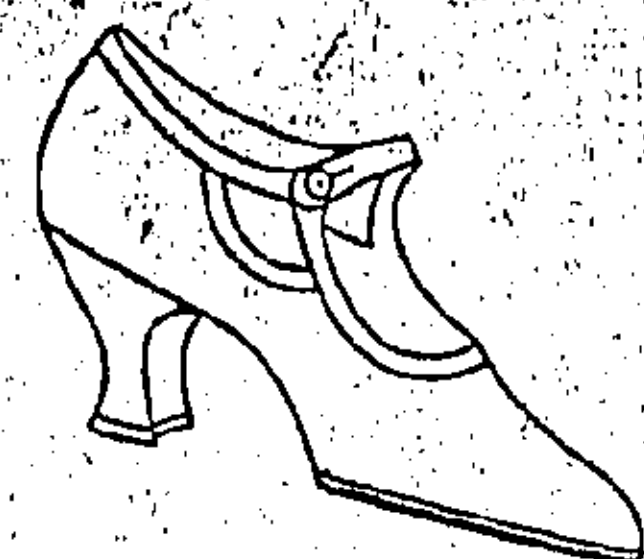
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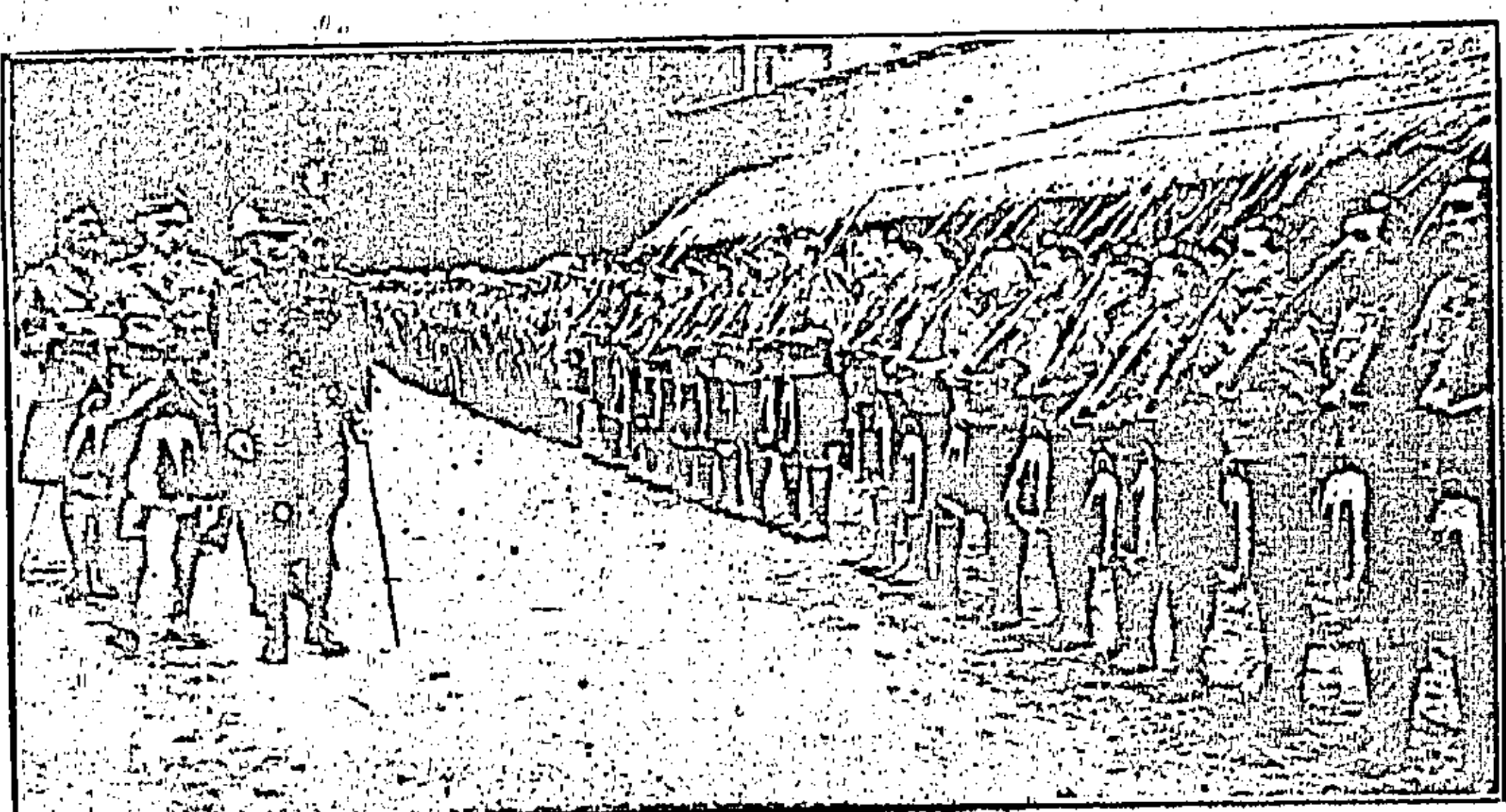
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Scenes at Last Week's Parade.



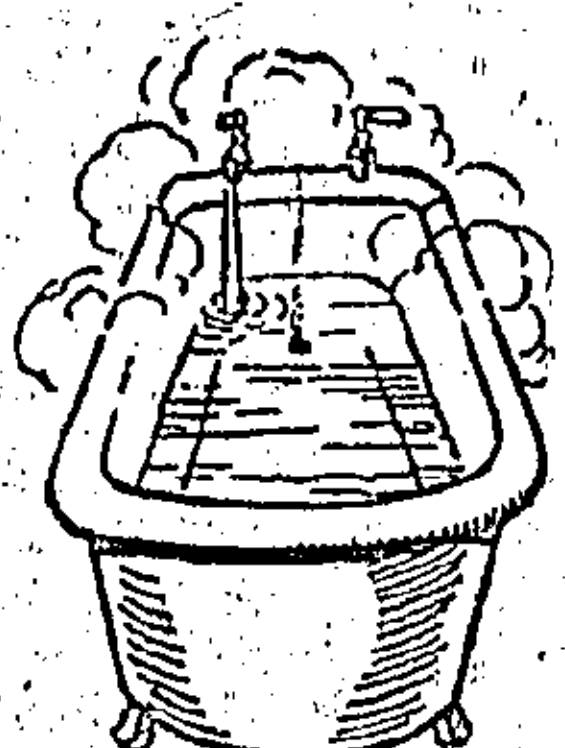
Major General Luard is here seen inspecting the Scottish Company. (Photo: Ming Yuen).



This photograph shows Major General Luard passing down the Infantry line. (Photo: Ming Yuen).

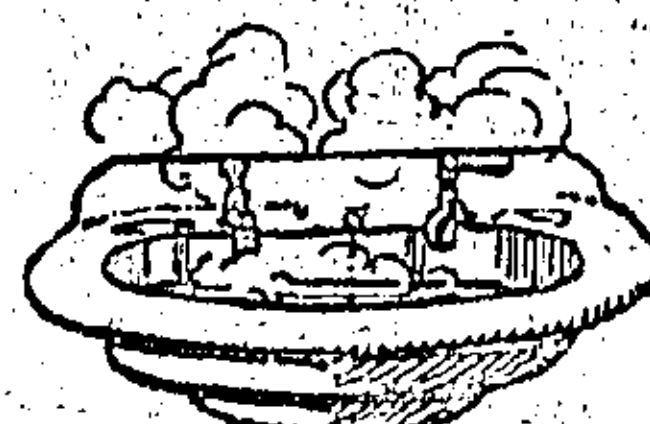
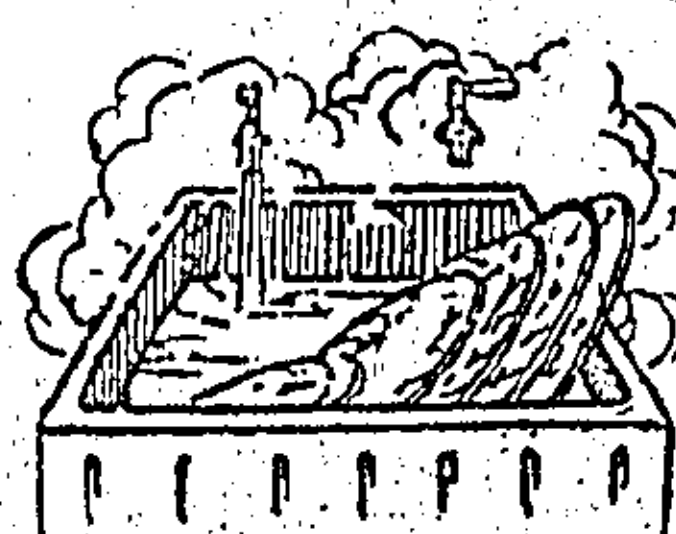
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BRIGHTER CLOTHES FOR MEN.

Cross-Word Legs And Gay Hues.

That men will disregard conventions and display themselves in brighter-coloured clothes this spring, is the belief of the trade.

According to Men's Wear many men to-day are a bit tired of the so-called "gentlemanly" tints and sober shades. The only factor operating against this possible colour effect is the conservatism of the retailers.

It seems that it takes a good deal of persuasion to get the hoister and the outfitter to launch out into brighter goods for men.

The greatest case in point is provided by the pullover trade. When pullovers first appeared the retailers set their faces dead against what they described as vile and hideous patterns, but a few took their courage in their hands and forced the remainder to fall into line. "At the University towns the students just now wear all manner of what have been described as 'freak garments'."

Hand-made pullovers in large designs will be the rage this spring. "Cinnamon browns will go very strongly, and white

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong.
April 26th, 1925: 2nd Sunday after Easter. Holy Communion (8 a.m.) Matins (11 a.m.) Healing Service (12 noon) Evensong (6 p.m.)

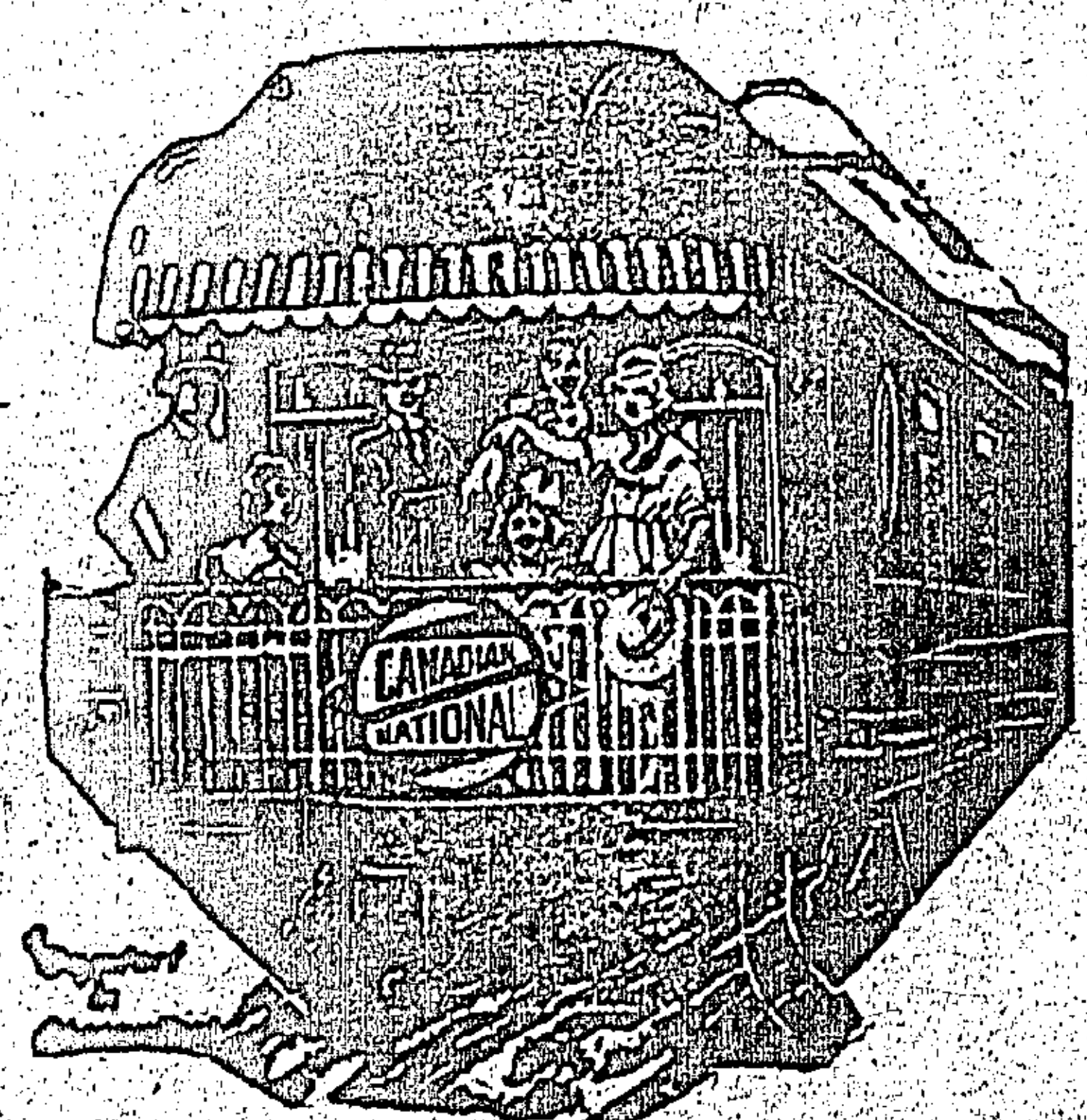
St. Andrew's Church, Kowloon.
8.15 Holy Communion 11 a.m. Morning Prayer. Preacher: the Lord Bishop. During the Service, Mr. P. Sands will be licensed as lay Reader. 6 p.m. Evening Prayer and Sermon.

First Church of Christ, Scientist: Macdonnell Road, below Bowen Road Tram Station. Sunday 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday, mornings 10 to 12.

grounds will be much in request; the colours upon both these grounds will be of the vivid order.

"Stockings or golf hose will be worn with large check legs."

Cases have been observed of exaggerated "plus-fours," the "plus" coming down almost to the calf of the leg.



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The Mounted Infantry are here seen passing the saluting base. (Photo: Ming Yuen).

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REALLY SMART DESIGNS
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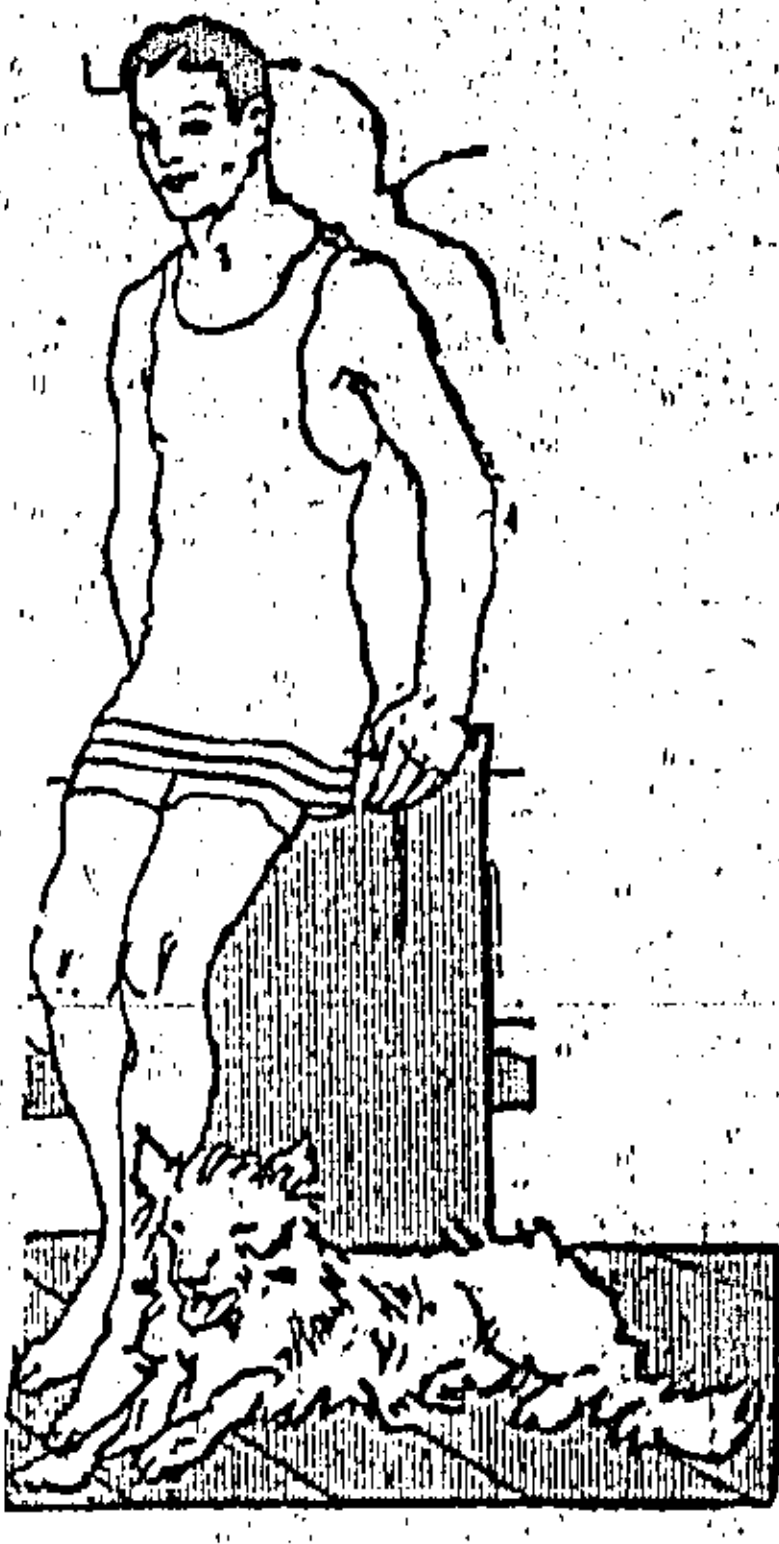
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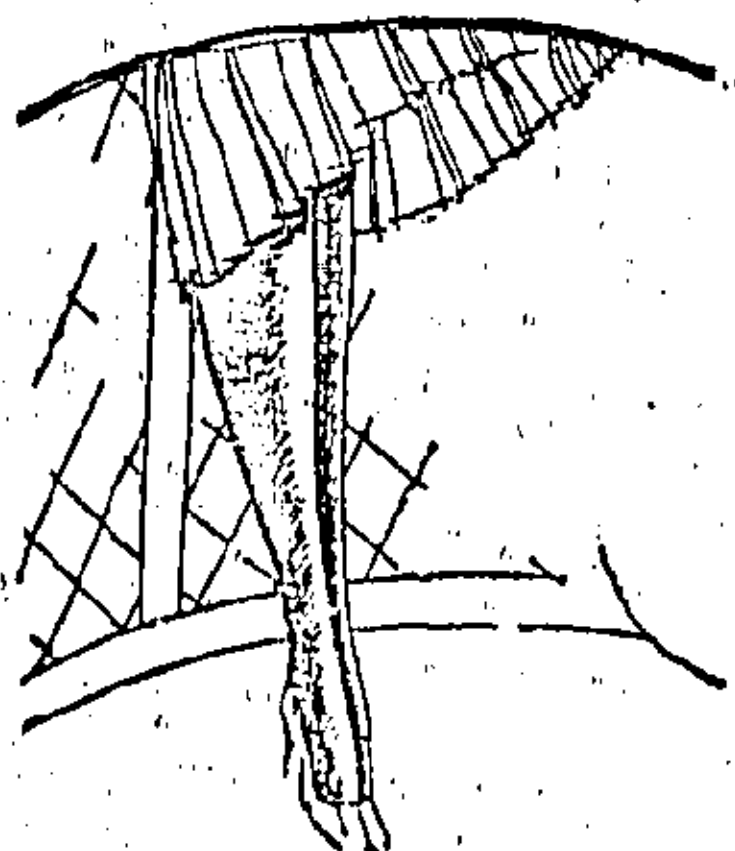
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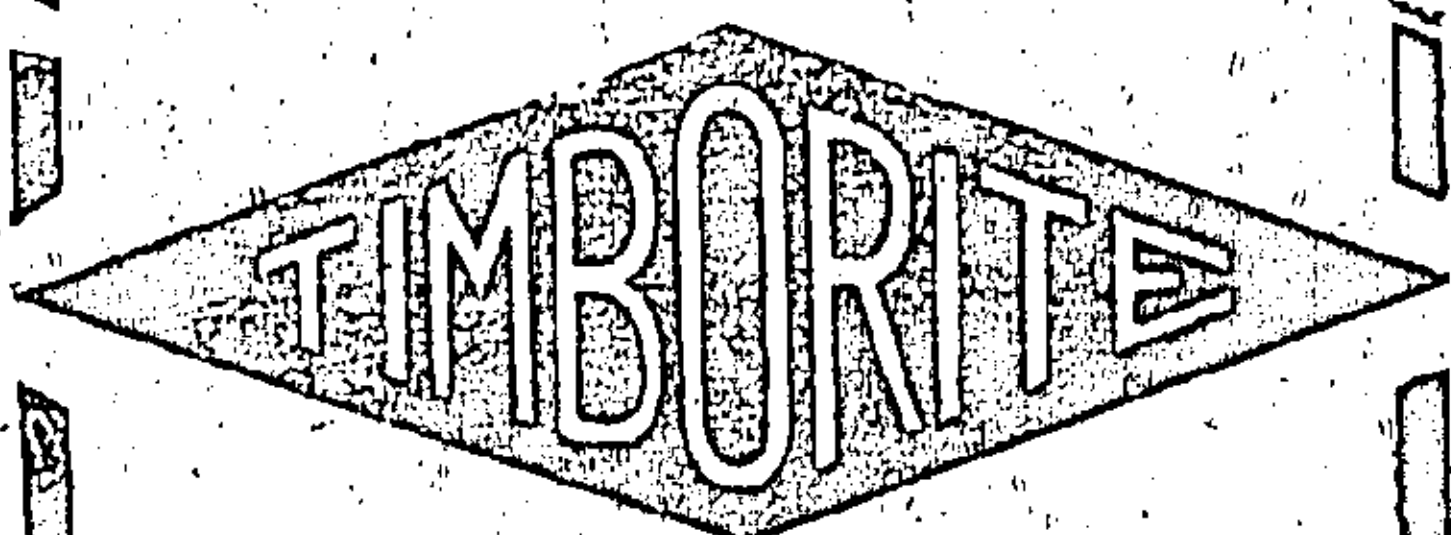
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CAMERA NEWS



DENNISTOUN CASE.—Above are seen Mrs. Dorothy Dennistoun (left) and the Dowager Countess of Carnarvon (right) leaving the Court after the recent sensational London action.



AT THE ZOO.—This snapshot was taken at the London Zoo.



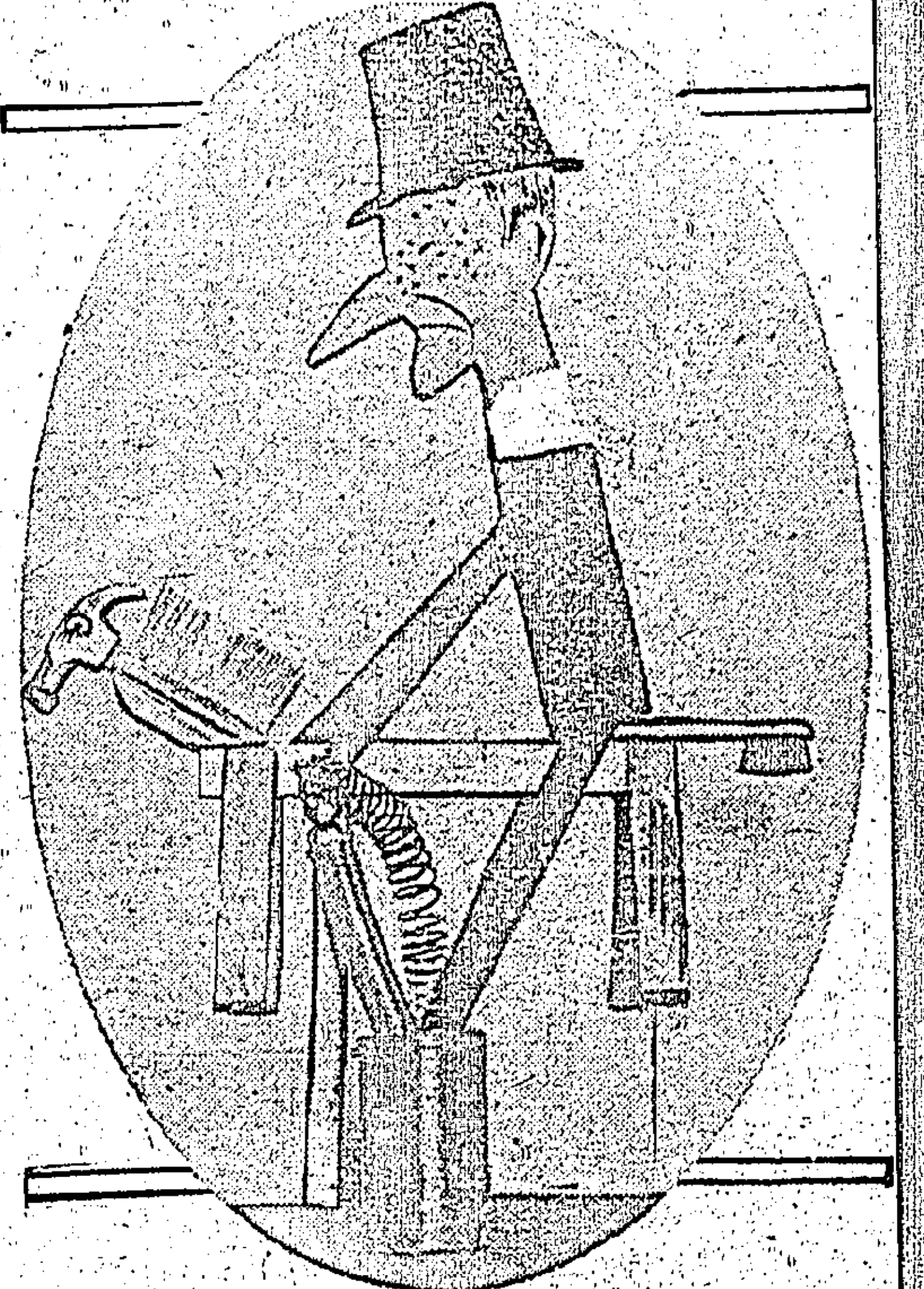
BACK AGAIN.—Earl Sande, greatest American jockey, in the stirrups again for the first time since last summer's accident in which he was nearly killed at Saratoga. Here he is mounted on T. E. Brown's saddle pony, "Pony Bill."



FUTURE LEADERS.—Here are six youngsters who some day may be leaders of New York's most exclusive society. At upper left is Randolph Guggenheimer, centre from top to bottom are: "Bobby" Ely, Donald Farquhar, Edward T. H. Talmage, Jr., Pierce Kiser, lower right: Laura Louise La Montagne.



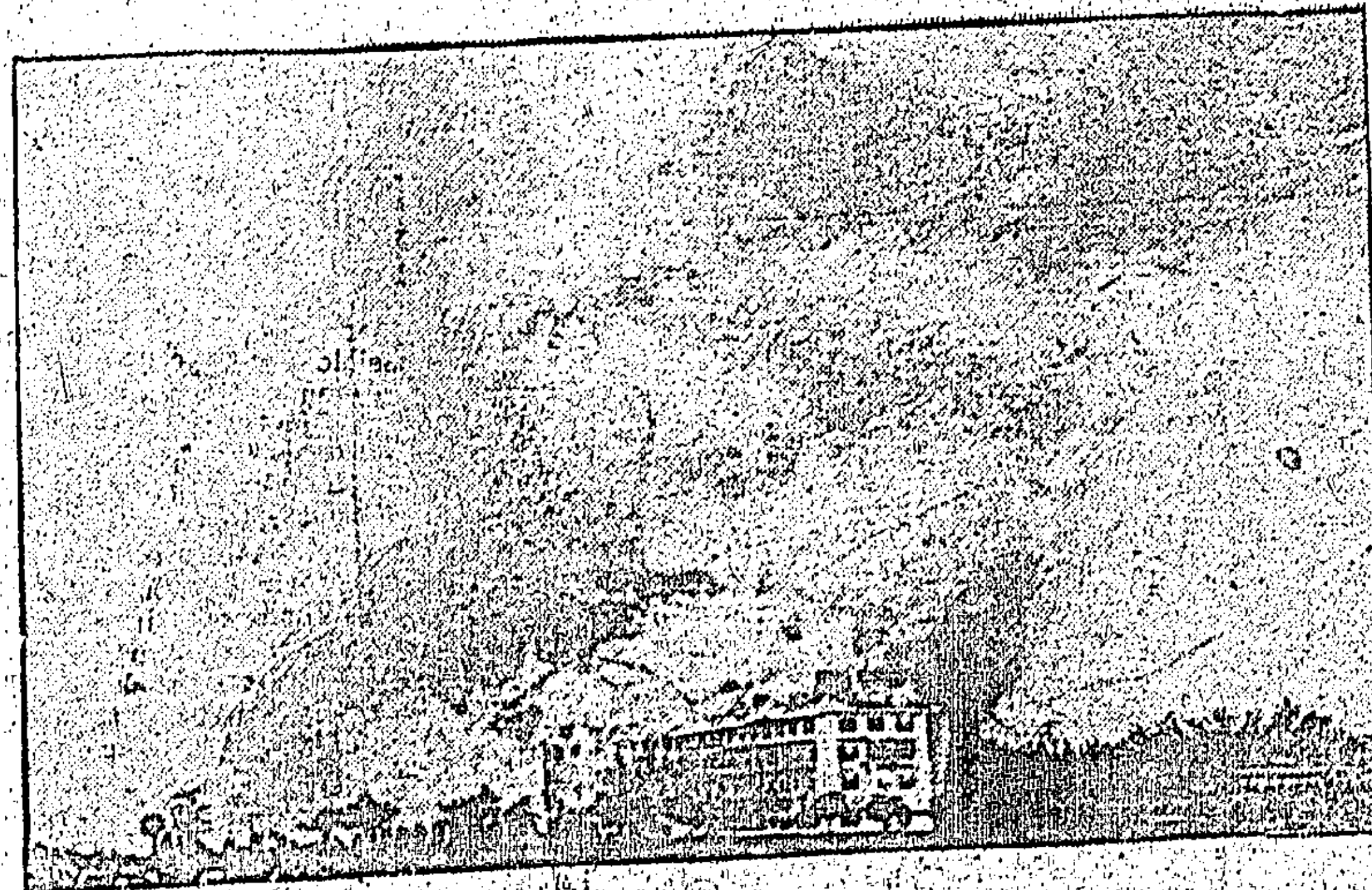
FOR PEACE.—Mrs. Clara Guthrie D'Arcis, president of the World Union of Women for International Concord, has arrived in America to further her organization's plans for world peace.



"CAL'S HOBBY HORSE"—This grotesque statue of President Coolidge and his mechanical horse is the hit of the latest exhibit of the Society of Independent Artists held in New York City. The sculptor, William Fanning of Brooklyn, calls his work "The Economy Nag" and values it at \$3,14, the railway fare to Washington.



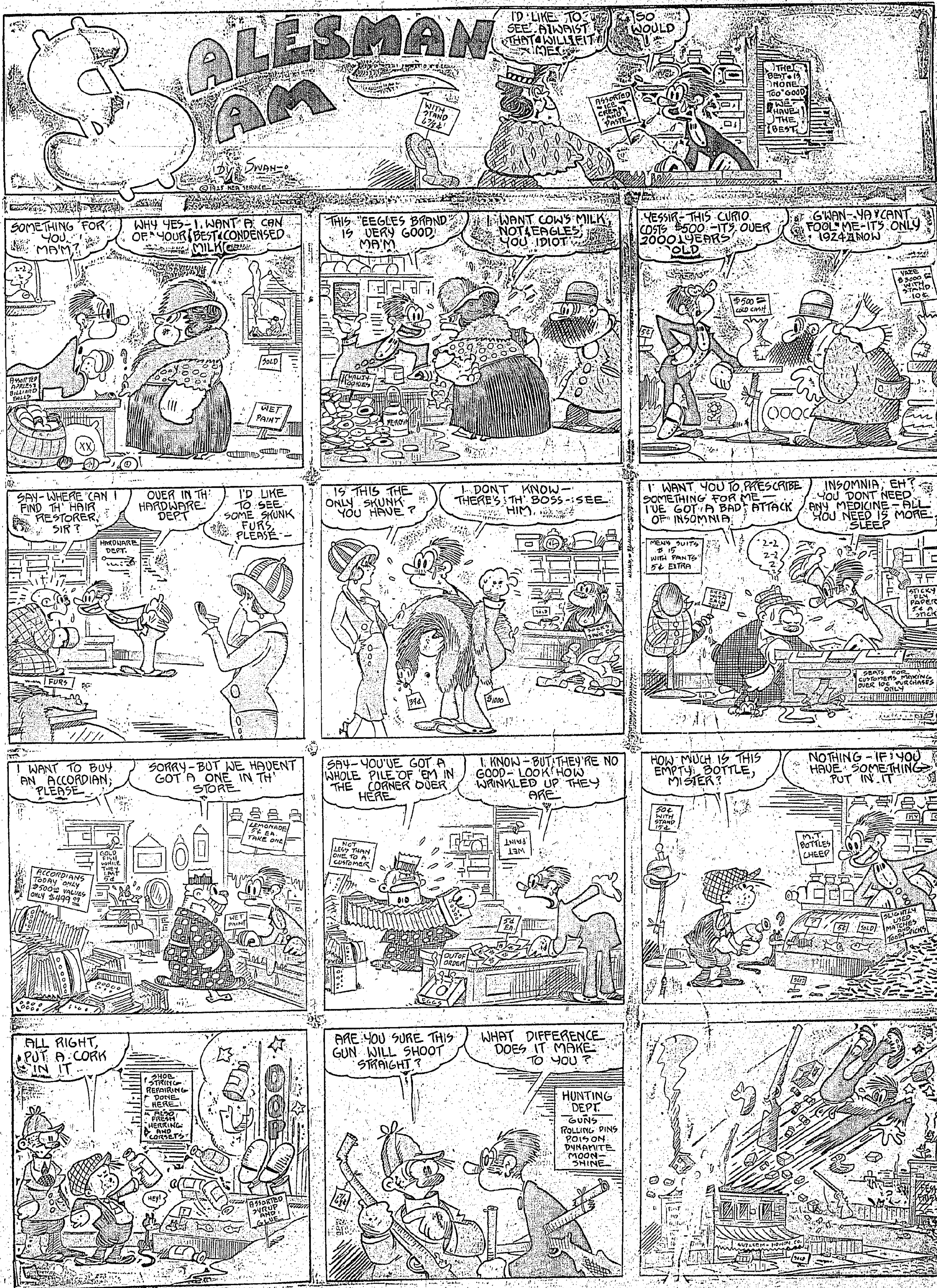
PROMOTED.—Above is Col. James E. Fitchel, who has been given the post of Assistant Chief of the U. S. Air Service, in succession to Brigadier General Mitchell, in consequence of the latter indulging in public controversy on the aerial question.



HOTEL ABLAZE.—The Breakers, fashionable hotel at Palm Beach, at the height of the fire, which destroyed it and other property, causing heavy losses to rich guests and local property owners.



LADY MARY CARNEGIE—daughter of the Earl of Southesk and sister of Lord Carnegie, who married Princess Maude of Fife. She is reported engaged to a wealthy member of nobility.



BEAUTIFUL GIRLS!

The Standards of To-Day.

The older generation in Clubland are complaining that there are no beauties to-day to compare with those of the late 'Eighties. Is this true?

Can the beauty of the shaved eyebrow, the short skirt, and the shingled head compete with her forerunner with luxuriant tresses and luxuriant figure clad in luxuriant draperies? asks a lady writing to the *Daily Chronicle*, who continues:

Certainly all that once figured for feminine charm has disappeared. Grace and gracefulness—the greatest feminine attributes of the past—have given place to boyishness which now counts for beauty.

Mr. Dana Gibson, the creator of the second edition of Professional Beauty—The Gibson Girl, who brought "the fine woman"

into the same popularity now enjoyed by the slight undeveloped type, created by the Paris dress designers—has moved with the times. He acknowledges the charm of the Bobbed Miss, who he declares is quite as positively feminine as the old-fashioned beauty.

Still, the question remains a moot one.

Without doubt there are great beauties in our midst, but do they excite such fervent admiration as before?

Certainly no one hears of crowds climbing the chairs in the Park to see them pass, or waiting breathlessly at big receptions for them to arrive.

MODERN BEAUTY CULT.

Perhaps it is because smartness has superseded beauty, and smartness is so much easier of attainment that it no longer creates a sensation.

Where has this cult for modern beauty sprung from? And what is it that makes the general public—especially the feminine portion—so ready to accept what

is frankly spurious in this direction? Has our standard of beauty fallen, or has it been raised until good looks have become so universal that they are counted common-places?

One is entitled to one's own opinion on this score.

Still, it is not without significance that those who supply toys for the modern nursery are unanimous in their assertion that there is now practically no demand for those beautiful waxen ladies, so daintily dressed, that were the most precious possessions of little girls of long ago.

Felix cats and golliwogs have taken their place in juvenile affections. Is it therefore to be wondered that little girls brought up to fondle golliwogs should grow up to admire golliwog heads and adopt Felix fashions?

One never knows where these things begin or where they end. After all, are not the fads and the crazes of Society merely the playthings that amuse those of an older generation?

TO-DAY'S FASHION.



The lengths of this frock are varied and each leaves an imprint of smartness in a clever graduation of stripes. The little tied on overskirt is black crepe Canton, the frock itself is red and the bands are black and white. Black and white corded edging complete the costume.

FIFTY-YEAR HUNT FOR SWINDLER.

World-Famous "Spanish Prisoner" Caught.

The American State Department at Washington has received word that the "Spanish Prisoner," who has swindled men and women all over the world, is really a prisoner at last.

General Ramon de Santa Clara, who has passed under numerous other aliases, is stated to be under arrest after a fifty-year hunt for the real genius behind this astonishing international "confidence game," says a cable to the *New York Herald* (Paris edition).

The police records of nearly every country in both hemispheres contain the names of victims of the famous "Spanish Prisoner" hoax, and show that the man behind the fraud reaped a fortune from trusting Britons, Americans, Frenchmen, and others, to whom at various times, he wrote the pathetic, appeal of the prisoner.

The tale never varied much. The story was of a man held in prison generally as a bankrupt, although he possessed thousands of pounds for those who would advance the money to secure his freedom. There were variations of the tale, but the prisoner with a fortune outside the walls of his prison never varied.

Those who believed the story generally had to go to Spain in person, where they were relieved of their money under the usual confidence game methods. There was always a new crop when the author of the swindle needed more money, and the harvest was regular.

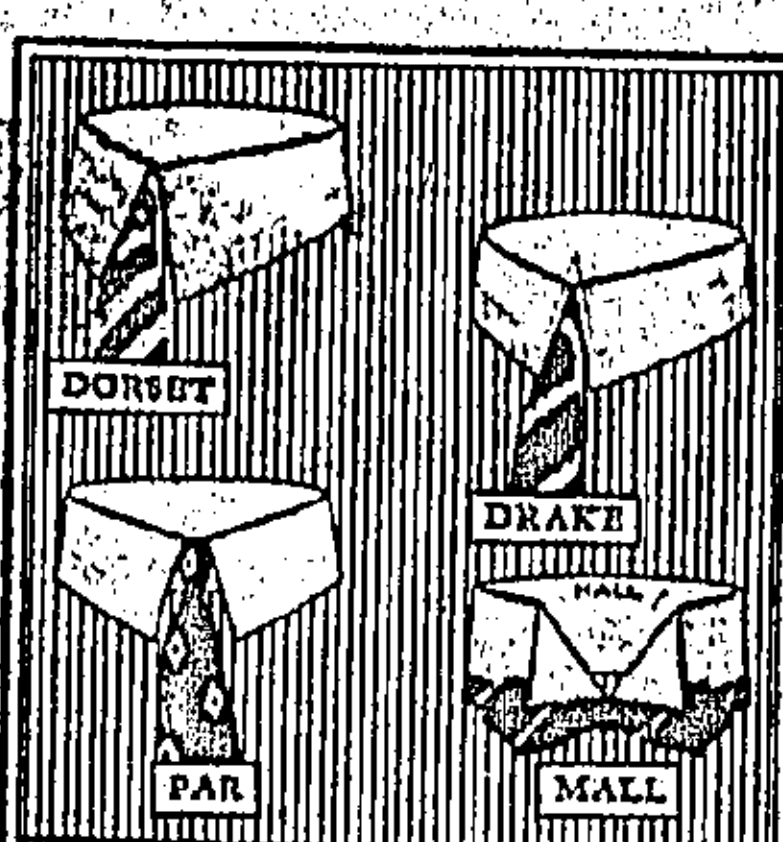
STAIN-RESISTING SILVER.

New Alloy Produced in Sheffield.

The committee [which] was appointed some time ago by the Silver Trade Technical Society and the Sheffield section of the Institute of Metals, to investigate the development of tarnish-resisting silver, presented a report to a joint meeting of the two societies, held at Sheffield University, with regard to a new material produced by Messrs William Turner and Co.

This material is 92½ per cent. silver alloy, of which only about 600 ounces have so far been manufactured. The firms who have made up articles with the material agree that the new alloy will stand up to the heat necessary for soldering, will keep shape while being soldered, will bear a greater amount of heat than standard silver. It will also allow a remarkable degree of manipulation without developing any defect.

A speaker predicted a demand for stain-resisting silver [which] would lift up the trade just as stainless steel had benefitted the cutlery trade.



ARROW

COLLARS

AFTER all there is nothing more comfortable than the cool, clean feel of the Arrow Starched Collar

These are made in quarter sizes to insure perfect fit

SOLD AT THE BEST SHOPS

UNUSUAL AGREEMENT AT WREXHAM.

As unusual agreement has been made by the owners and miners of the Vauxhall Colliery, near Wrexham, in order to permit of work being continued. Notices discharging 700 men employed were to have taken effect the previous week, but were withdrawn as the result of negotiations between the company and the local leaders of the men. The Miners' Federation has not been consulted. The men have agreed to share the losses, if any are involved, in keeping the mine open.

DAILY HUMOUR.



She: I married you out of pity!
He: "Yes—and everybody pities me now!"
Sydney Bulletin, Australia.

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Hall's Wine will do you good.

Don't suffer ill-health and weakness any longer—take Hall's Wine to-day—it will quickly make you well and restore all your lost energy. British doctors regularly recommend it to their patients.

Hall's Wine

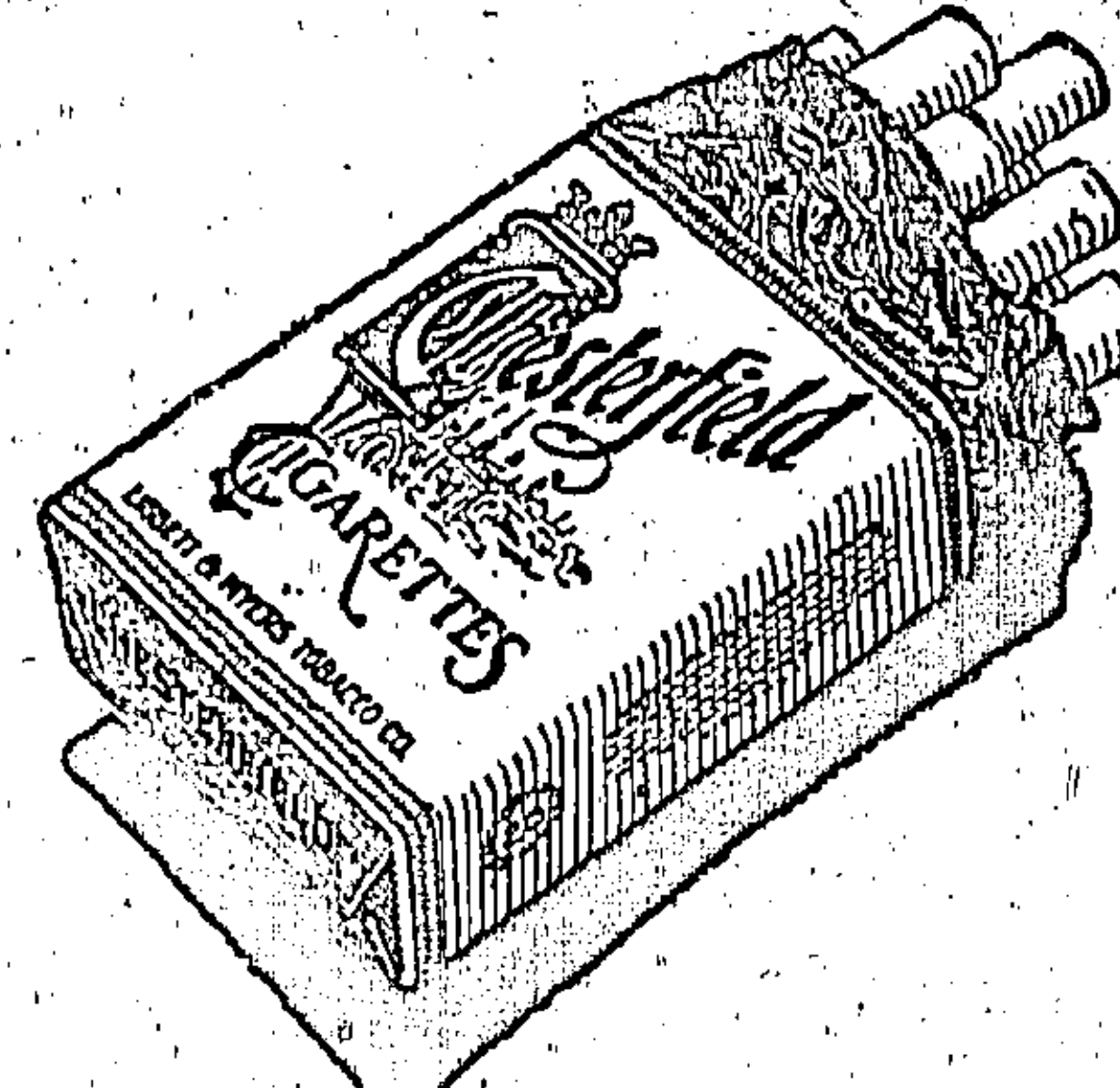
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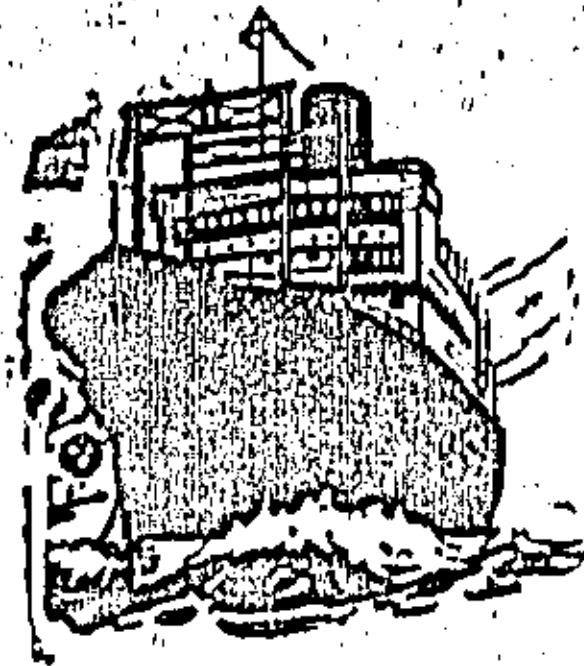
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"PRESIDENT JEFFERSON" May 8th at 5 p.m.
"PRESIDENT GRANT" May 21st at 5 p.m.
"PRESIDENT MADISON" June 2nd at 5 p.m.

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U.S.S.B. "West Sequana" Due Hongkong 7th May.
Leave Hongkong 9th May.
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Leave Hongkong 25th May.

Cargo accepted for transshipment at San Francisco to weekly sailings for
Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian
Overland ports.

TO MANILA & ILOILO.

U.S.S.B. "West Prospect" Due Hongkong 29th Apr.
Leave Hongkong 30th Apr.

TO MANILA.

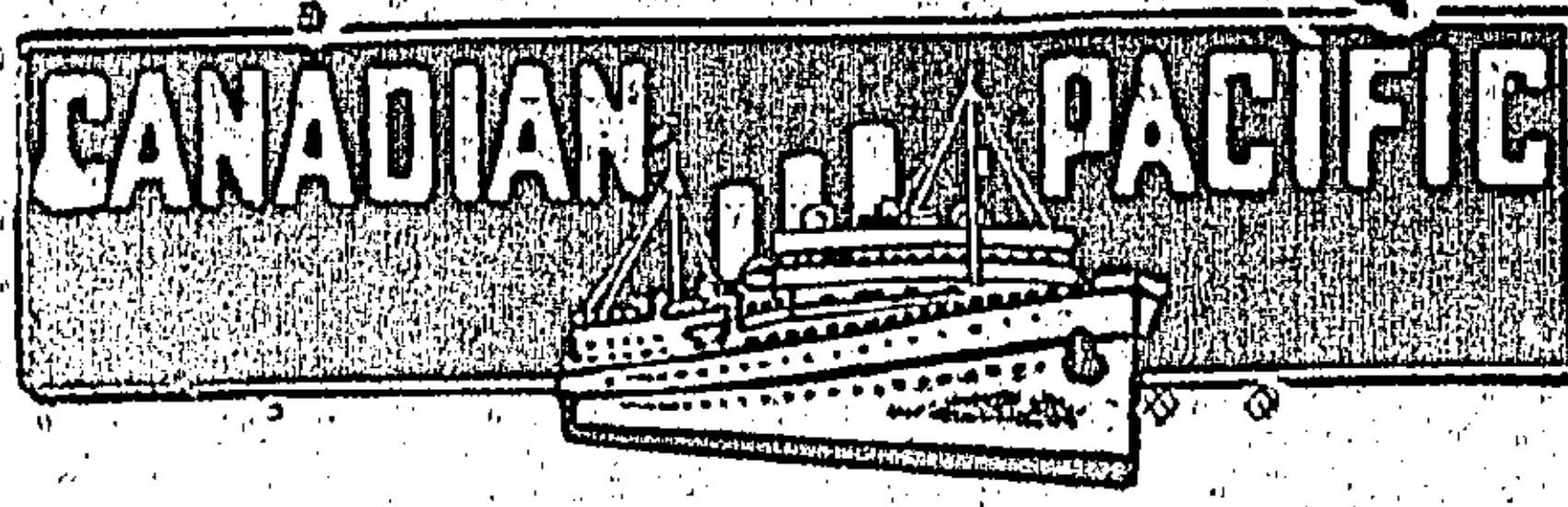
U.S.S.B. "West Chopaka" Due Hongkong 24th May.
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Through bills of lading issued to all ports not served
For full information apply to

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SIBERIA MARU (Omit Honolulu) May. 4th.
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KOREA MARU (Omit Honolulu) June. 16th.
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Proceeds up River and berths alongside Mantau wharf at Shanghai
KOREA MARU and SIBERIA MARU proceed to Los Angeles
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BOKUYO MARU June 3rd.
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S.S. VAN CLOON

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ANDRE LEBON	27th Apr.	11th May	10th May.
AMBOISE	9th Apr.	25th May	24th May.
CHANTILLY	23rd Apr.	8th June.	7th June.
PORTHOS	7th May.		21st June.
ANGKOR			5th July.

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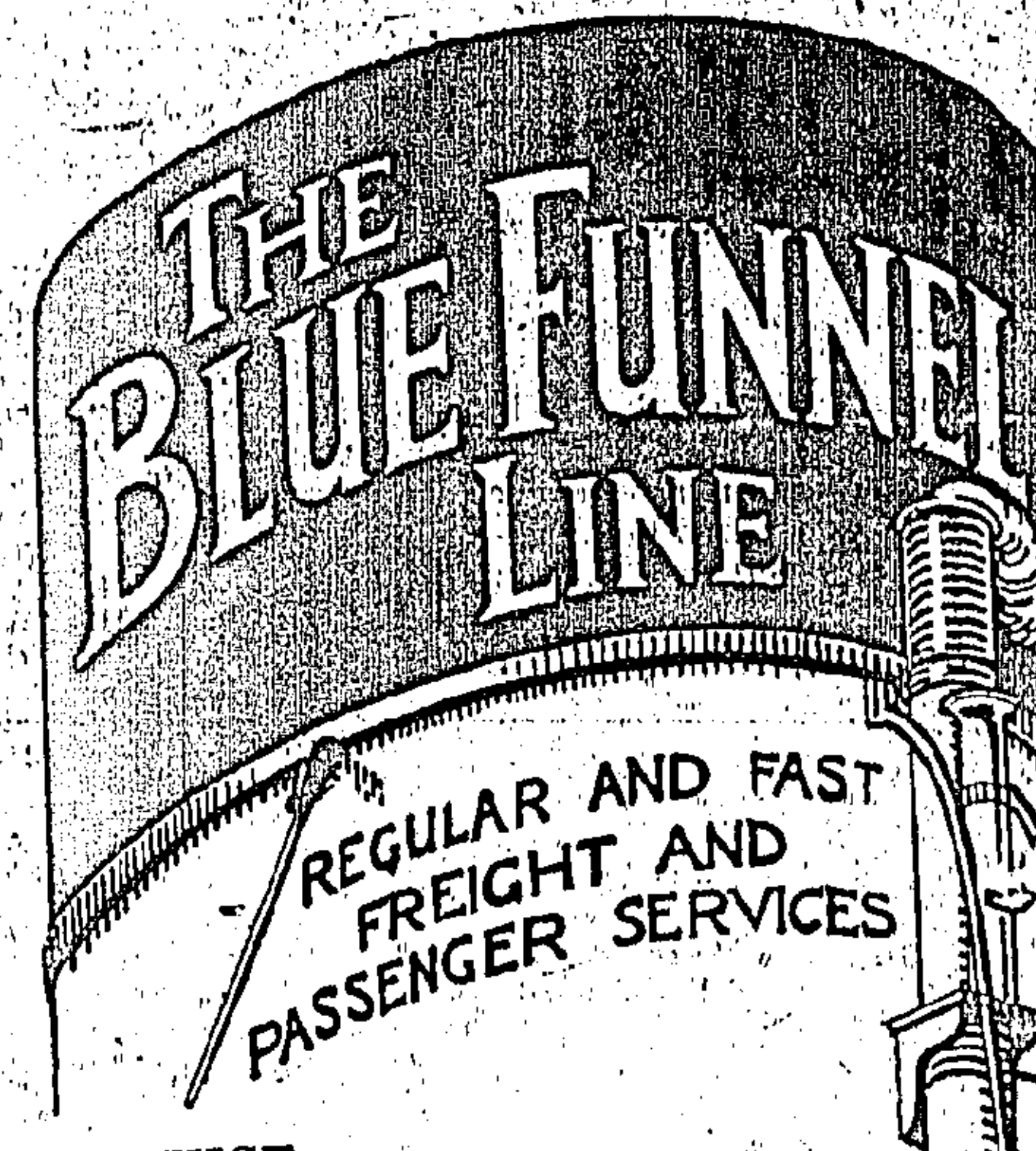
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*via Port Sudan

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"TALITHYBUS" 15th May. Victoria, Seattle & Vancouver.
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"HECTOR" 5th May. Singapore, Marseilles London.
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"PATROCLUS" 28th July. Singapore, Marseilles London.
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"HECTOR" 20th Oct. Singapore, Marseilles London.
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Haining ...	A. H. Stewart ...	TUES., 5th Prox. at 4 p.m.

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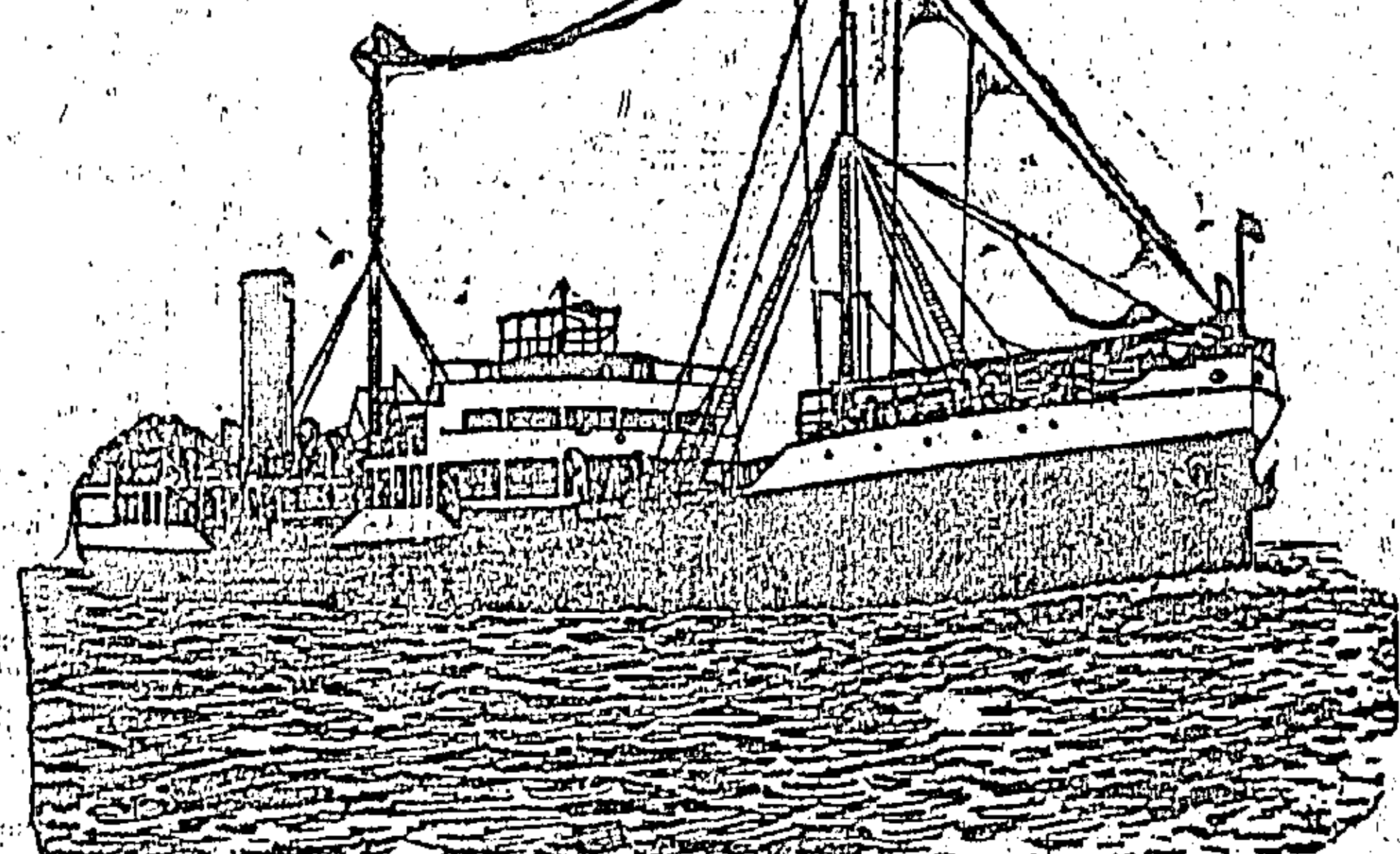
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"BUTTERFLY."

NORRIS' "BUTTERFLY" AT
THE WORLD.

Kathleen Norris' famous novel
"Butterfly," has been converted
to the screen—with remarkable
fidelity in the Clarence Brown
Universal-Jewel picturization of
the story, which had its local
opening at the World Theatre last
night.

To those who enjoyed the novel
the picture will undoubtedly be
received with enthusiasm. Its
action is clear cut and well defined
and the direction smooth and
carefully balanced. The cast was
evidently chosen with extreme care
in the matter of reflecting the story
characters.

Laura La Plante handles the
little role with the finesse of
veteran "stager," and proving the
comedy is a great field of training
for dramatic acting. Ruth Clifford
as her older sister, carries
the role of stately self-sacrifice
with conviction and surety
of poise, without doubt the greatest
piece of acting she has ever regis-
tered in a film play.

Norman Kerry, as Kronski, the
violinist, looks and acts like
violinist, a real feat for the gay
athletic Norman of other pictures.

Although these three players
carry the weight of the story, other
members of the cast in roles
less important contribute greatly
to the value of the picture
their excellent performance. The
remaining five major characters are
portrayed by Kenneth Harlan,
Cesaro Gravina, Margaret Livin-
ston, T. Roy Barnes and Freeman
Wood.

The strength of the picture lies
in its simplicity. It is more like
human document than a carefully
arranged photoplay production,
real triumph of direction.
Clarence Brown.

QUEEN'S THEATRE.

CARTER THE GREAT!

Last night Carter the Gr
unpacked his whole bag of tricks
the Queen's Theatre to a ge
audience, who went away co
vinced by the evidence of their
eyes that there is such a word
impossible. The illusions of Car
approach black magic.

There are so many big illus
in Carter's programme that it
said to be difficult to pick out
best, but according to those
have seen the performance, "L
Lion's Bride" takes the p
of place. This Oriental romance
done in pantomime, not one w
being spoken, yet the audie
never miss a point.
as a young damsel is fl
to a caged lion, a "my
prince" appears and saves her
causing the lion to disappear w
he comes in its place, and
Carter steps from the cage bea
the damsel in his arms the lid
again seen, behind the bars of
cage. It is said to be very thrill
and the effect is heightened by
savagery of the lion, which
magnificent specimen and
purchased by Carter from the
King Manuel of Portugal, a
that unfortunate monarch
deposed. The demonstrations
directed by Carter, assisted
Evelyn Maxwell, who is said
possess considerable psychic pow
are of great interest to the stu
of the occult, the study of the
transference and mental telep

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S.S.	Tons	From Hongkong (about)	Destination
LAHORE	5,252	28 Apr. noon	Singapore & Bombay
MAEDONIA	11,089	2 May noon	Marseilles & London
ALIPORE	5,273	13th May	S'pore, Pang & B'bay
BARDINIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
SOUDAN	6,686	28th May	S'pore, Pang, C'bo & B'bay
MOREA	10,911	30th May	Marseilles & London
NAGOVA	6,854	21st May	M'les, A'worp, L'don & Hull
SICILIA	6,813	10th June	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	13th June	M'les, London & Antwerp
MALWA	10,941	27th June	Marseilles & London
DELTA	8,097	6th July	S'pore, Pang, C'bo & B'bay
KASHMIR	8,985	11th July	M'les, London & Antwerp
MAINTUA	1,080	25th July	Marseilles & London
SOUDAN	6,686	5th Aug.	S'pore, Pang, C'bo & B'bay
KASGAR	9,005	8th Aug.	M'les, London & Antwerp
MAEDONIA	11,089	22nd Aug.	Marseilles & London
SICILIA	6,813	2nd Sep.	S'pore, Pang, C'bo & B'bay
NARRUNDA	16,227	5th Sep.	M'les, London & Antwerp
KARMALA	9,098	19th Sep.	M'les, London & Antwerp
KHIVA	9,135	3rd Oct.	M'les, London & Antwerp
MALVA	10,941	17th Oct.	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	28 Apr. 1 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	1st May	S'pore, Penang & Calcutta
TALAMBA	8,018	7th May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30 Apr. 4 p.m.	Manila, S'kan, Thursday Is.
TANDA	6,958	3rd June	Townsville, B'bane, S'ney
ARAFURA	6,000	8th July	and Melbourne.

Call at Kolambagan

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route at independent offers.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,911	1st May	S'hai, Moji, Kobe & Yok.
SOUDAN	6,686	1st May	Shanghai & Kobe
LAHORE	7,933	4th May	Shanghai, Moji & Kobe
TANDRA	6,958	9th May	Moji, Kobe & Yokohama
KALYAN	9,118	15th May	S'hai, Moji, Kobe & Yok.
SICILIA	6,813	15th May	Shanghai & Kobe
TAKADA	6,949	17th May	Kobe
MALWA	10,941	29th May	S'hai, Moji, Kobe & Yok.
ARAFURA	6,000	6th June	Moji, Kobe & Yokohama
KASHMIR	8,985	12th June	Shanghai, Moji & Kobe
DELTA	8,097	12th June	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.

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OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARNARVONSHIRE	30th April.	GLEN RHY	30th April.
CARNARVONSHIRE	14th May.	GLENAPP	20th May.
GLENBEG	28th May.	CARNARVONSHIRE	9th June.
GLENARL	14th June.	L'don, K'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

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AGENTS THE GLEN LINE, LTD.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'la, Port Banga, Thurs. Is & A'lian Ports.
TAIYUAN	4th May.	9th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in this State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Agents.

Telephone Central No. 36.

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(Spanish Royal Mail Line) MANILA, SINGAPORE, COLOMBO, SUZ, PORT SAID, BARCELONA, & OTHER SPANISH PORTS.

ISLA DE PANAY	23rd May
LEGAZPI	14th July
YOKOHAMA, KOBE, MOJI & SHANGHAI	
ISLA DE PANAY	4th May
LEGAZPI	25th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stowage and Doctor carried.

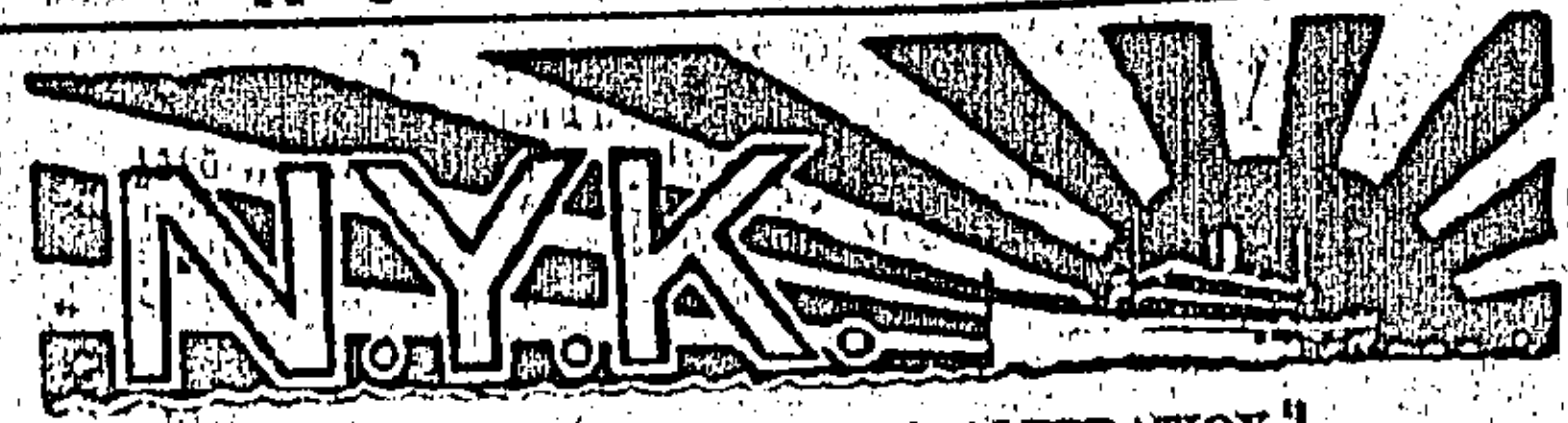
For particulars of freight or passage apply to:-

BOTELHO BROS.

Tel. 1331. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U.S. \$405. G. \$420. G. \$440.

YOKOHAMA MARU ... Friday, 15th May. at 11 a.m.

KAGA MARU ... Monday, 1st June.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKONE MARU ... Saturday, 25th Apr. at 11 a.m.

SUWA MARU ... Saturday, 9th May. noon.

HAMBURG via LONDON & ROTTERDAM & Ports.

TSUSHIMA MARU ... Saturday, 9th May.

LIVERPOOL via ADEN & MARSEILLES.

DELAGO MARU ... (Calls Saigon) ... Monday, 15th May.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 20th May. at 11 a.m.

TANGO MARU ... Wednesday, 24th June.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 11th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... (Calls D. Bay & P. E.) ... Friday 8th May.

BOMBAY via Singapore & Colombo.

HAKATA MARU ... Monday, 27th Apr.

TAMBA MARU ... Friday, 1st May.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 30th Apr.

PENANG MARU ... Friday, 8th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th May.

SHANGHAI, KOBE & YOKOHAMA.

HEIYO MARU ... (Moji direct) ... Sunday, 26th Apr.

TOTTORI MARU ... (Moji direct) ... Monday, 27th Apr.

HAKUSAN MARU ... Tuesday, 5th May.

SADO MARU ... (Moji direct) ... Thursday, 7th May.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

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THE BANK LINE LTD.

Agents for the following Services.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF DURBAN	via Suez Canal	25th Apr.
S.S. KANSAS	do.	19th May.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. MARISTON	via Suez Canal	20th Apr.
S.S. BIRCHBANK	do.	30th June.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF ATHENS	For London, Rotterdam & Hamburg.	2nd May
S.S. CITY OF GLASGOW	For Marseilles, London, Antwerp & Hamburg.	14th May

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

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ORIENTAL AFRICAN LINE

S.S. ... SURAT	Sails Hongkong	29th April
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through bills of lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

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BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong:

* S.S. CITY OF DURBAN ... via Suez Canal ... 25th Apr.

* S.S. JASON ... via Suez Canal ... 7th May.

* S.S. KANSAS ... via Suez Canal ... 19th May.

* S.S. DIOMED ... via Suez Canal ... 7th June.

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Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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EVERYWHERE.

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TO-DAY April 25th at 5.15 & 9.15 p.m.

TO-MORROW SUN., April 26th 9.15 p.m.

A Full 2½ Hours' Performances

CARTER, the MAGICIAN

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3½ Tons of Magical, Accoutrement.

SEE AND HEAR

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She is blindfolded and tells your name, your business,
answers questions on Love and Marriage and reads
sealed letters unopened.

Prices: \$3.00, \$2.00, \$1.00 and 50 cts.

Booking at the Theatre. Telephone Central 4636.

TO-DAY, at 2.30 & 7.15 p.m.

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BUSTER KEATON

IN

"THREE AGES"

V. R. C. BOXING.

LAST EVENING'S SURPRISE.
[BY "WANDERER".]

Sundry scratchings, some incomprehensible, some less difficult to understand, reduced the programme at the V. R. C. tournament last evening to reasonable proportions, the contests being concluded up to the final stance of ten o'clock.

The Brisbane men entered all proved themselves worthy opponents but Shaddock surprised by getting the decision, and deservedly, against Sign. Rogers in the semi-final of the Lightweights. Quinn, another Brisbane man knocked out Quidderton, of the Hawks, in the first round, and Thomas having scratched after defeating Cooper, Quinn qualified to meet his shipmate in the final. Shaddock is a splendidly clean fighter with a taking style. He hits beautifully straight with both hands and should win.

Although cautioned by the referee for not trying, Randall of the Diocesan School, should rather have been congratulated for his sportsmanship in not taking undue advantage of his undoubtedly superiority over Gerard his opponent. The caution was probably administered as a warning that judges could not give him a verdict if he made no semblance of an attempt.

Fordham again provided one of the titbits of the evening but on this occasion he suffered defeat to Ringham, who has come on wonderfully since his last appearance in the public ring.

Christie the boy who profited by the judges' mistake on Thursday gave in to Danenberg after spending the first round avoiding contact as far as possible.

RESULTS.

Complete results follow:—
Middleweights (Boys):—B. Wong (D.B.S.) beat F. Chue (D.B.S.) on points; K. G. Evans (K.B.S.) defeated E. Osborne (St. Joseph's).

Lightweights (Men):—Sign. Thomas (Durban) was given a points verdict over Pte. F. Cooper (East Surreys); A. B. Quinn (Brisbane) knocked out A. B. Quidderton (Hawkins) in the initial round; J. Stewart (V.R.C.) scratched to Sign. Rogers (Tamar); A. B. Shaddock (Brisbane) knocked out A. B. Baldson (Ambrose); Thomas scratched to Quinn; Shaddock defeated Rogers on points.

Lightweights (Boys):—G. Danenberg (St. Joseph's) forced S. Christie (D.B.S.) to retire after the first round; Ligores (St. Joseph's) was given a bye.
Featherweights (Men):—Sen. Codnor (Carlisle) beat Stoker Lee (Hawkins) on points; Bowles (East Surreys), a bye.

Heavyweights (Boys):—A. Randall (D.B.S.) easily defeated R. Gerrard (D.B.S.) on points; W. Cunningham (D.B.S.) stood up to a human avalanche in S. Berono (St. Joseph's), who, finding his tactics of no avail, retired gracefully in round two.
Welterweights (Men):—A. B. Ringham (Iroquois) gained a narrow win over Marine Fordham (Carlisle); Pte. Barber (E. S.) defeated A. B. Webb (Titania); P. O. Meen (Tamar) outpointed Faulkner (Hawkins); Ringham defeated Marine Burghall (Ambrose); Meen knocked out Barber.

Bantamweights (Boys):—R. H. Ramsey (G. S.) defeated F. Fowles (K. B. S.); R. Wood (K. B. S.) injured his thumb and was unable to appear against J. Dillon (St. Joseph's).

Middleweights (Men):—Sgt. Edwards (Dockyard Police) defeated Sig. Marshall (Hawkins) on points; Stoker Thomson beat A. B. Paroe (Hawkins); Pte. Eaton (East Surreys) defeated Pte. Probits (E. S.); Thomson passed into the final, Edwards scratching.

THIS EVENING'S BOUTS.
This evening commencing, at nine o'clock, the finals, ten in all, will be fought and further attraction is provided by the meeting of Marine Betts and Leading Stoker Piper in a six-rounds contest.

RESTRICTION ON BUSES.

Between 500 and 600 buses will shortly disappear from the streets of Central London under the recent Order of the Minister of Transport, forbidding the addition of any more buses to those which were playing for hire on January 1st, over some 150 of the principal streets of London which have been scheduled as "restricted." This was intimated by Sir Henry Jackson, M.P., when the London Traffic Committee met to hear 60 cases arising out of the Order. He mentioned that there were bound to be instances of hardship in this "comb out."

EXCHANGE.

(Opening Rate closing Rate on Page 1.)

SELLING.		BUYING.	
T/T	2/21	4 m/s. L/C	2/3.15/15
Demand	2/2.15/15	4 m/s. D/P	2/4.1/16
3 d/s	2/3.15/15	6 m/s. L/C	2/4.1/16
4 m/s	2/3.15/15	30 d/s	2/3.15/15
T/T Shanghai	2/3.15/15		
T/T Singapore	2/3.15/15		
T/T Japan	2/3.15/15		
T/T India	2/3.15/15		
Demand India	2/3.15/15		
T/T San Francisco and New York	2/3.15/15		
Yank	2/3.15/15		
T/T Java	2/3.15/15		
T/T Manila	2/3.15/15		
T/T Cebu	2/3.15/15		
T/T Hongkong	2/3.15/15		
Demand, Paris	2/3.15/15		

SUBSIDIARY COINS.

Hongkong 50 cents pieces @	3% dis.
10 " "	2% dis.
5 " "	5.1/2% dis.
Canton sub. coins	30.150% dis.
Gold leaf	\$47.60

Hongkong April 25 1925.

POST OFFICE NOTICES.

The transmission of Radio Telegrams to Swatow is now suspended.

INWARD MAILS.

From	Per	Duc.
Europe via Negapatam (Papers only, London 26th March)	Diomed	25th April
Shanghai	Sinkiang	25th
Shanghai	Zema	25th
Shanghai & Europe via Siberia (London 3rd April)	Kanchow	26th
Java	Tientsin	26th
Amoy	Tamsu	26th
Manila	Pres. McKinley	26th
Japan & Shanghai	Paul Leont	26th
U.S.A., Honolulu, Japan & Shanghai	Pres. Harrison	27th
Shanghai	Suiyang	27th
Saigon	Amboise	27th
Japan	St. Albans	27th
Manila	Empress of Asia	28th
U.S.A., Canada, Japan & Shanghai	Pres. Jefferson	30th
Australia & Manila	Taiyuan	6th May
Manila	Pres. Jefferson	7th
Australia & Manila	Tanda	8th

OUTWARD MAILS.

For	Per	Date.
Holhow & Haiphong	Leasong	Sat., 25 inst., 8.30 a.m.
Swatow & Bangkok	Kalgan	Sun., 26 inst., 9 a.m.
Swatow, Amoy & Formosa	Hozan M.	Sun., 26 inst., 9 a.m.
Shanghai & Japan	Amboise	Mon., 27 inst., 10.30 a.m.
Amoy	Sinkiang	Mon., 27 inst., 3 p.m.
Swatow	Hydrangos	Mon., 27 inst., 3.30 p.m.
Shanghai, Japan, Canada, U.S.A., G. S. America & Europe via Victoria B.C.	Pres. McKinley	Mon., 27 inst., 3.30 p.m.

Manila, Straits, Ceylon, India, Mauritius, E. & S. Africa, Bangkok, Swatow & Bangkok

GRAND VARIETY CONCERT

IN AID OF THE
Royal Artillery Association (Hongkong Branch)
CHARITY FUND.

THEATRE ROYAL

FRIDAY, 1st. May.

LEADING ARTISTES of the COLONY

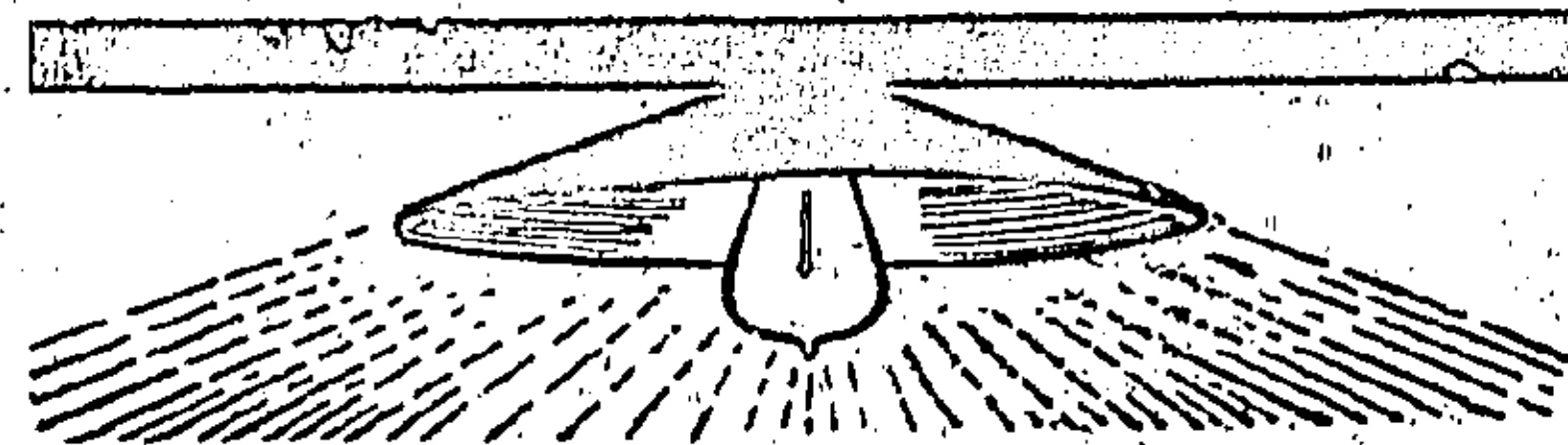
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The BAND of the 1st. Bn The East Surrey Regiment.

Book your seats now to avoid disappointment.

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Reserv. \$1.00. General. \$1.00, \$1.00.



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There is heat and power in it too!

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Showroom: 62, Nathan Road, Kowloon.

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"BABBITT"

If you did not see "Main Street," you may like to know that

"BABBITT"

is the entertaining story of a fat man who sought romance and having found it, was chivalrous enough to let it go.

Not a big spectacle!

Not a mighty drama!

Not an uproarious comedy!

Just a very human picture of loveable small town folks.

You won't laugh very loudly, you won't be called upon to weep; but when you come out, you will be mighty glad that you have seen it!

It is showing to-day only at

THE CORONET

Who loves not Woman,
Wine and Song

Remains a fool

his whole life long.

This may not be intended by the producer as the motive of

WINE

The great suzer-Jewel sensation that finishes its run to-night, but it certainly describes the picture.

Other big attractions include

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Who have come to Hongkong with a reputation second to none

TO-NIGHT AT USUAL PRICES

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THE STAR**WORLD THEATRE**

A Great Universal Super-Jewel Based of

KATHLEEN NORRIS' FAMOUS NOVEL

"BUTTERFLY"

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with an brilliant cast headed by

LAURA LA PLANTE, NORMAN KERRY, RUTH CLIFFORD,

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A brilliant cross-section of life and love in modern high society,

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alluring but consuming flame.

Also

JACK DEMPSEY

in

"SO THIS IS PARIS"

(The Fourth of the "FIGHT & WIN" Series).

TO-DAY TILL MONDAY, 5.15 and 9.15 p.m.

STARTING TUESDAY.

The famous stage success that thrilled audiences for years now come to the screen, a sensational achievement—at epic of photoplays.

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starring GEORGE ARLISS, THE WORLD'S FORMOST

CHARACTER ACTOR, ALICE JOYCE AND OTHERS

TO-DAY ONLY, 2.30 and 7.15 p.m.

A Warner Brother Classic of the screen

"LITTLE JOHNNY JONES"

(An interesting comedy in seven parts)

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel Agents From Due Hongkong

Siberia M. P & O Yokohama 25th Apr.

Tamsu P & O Amoy 25th

St. Albans P & O Moji 25th

Hakusan M. N.Y.K. Suva 26th May

Em. of Canada C.P.S.L. Shanghai 4th

Sado M. N.Y.K. Singapore 5th

Kitano M. N.Y.K. London 19th

Printed and Published for the Proprietor by Frederick Poreg

Franklin, at 11, Ice House Street, in the City of Victoria Hongkong.